

International Laser Class Association

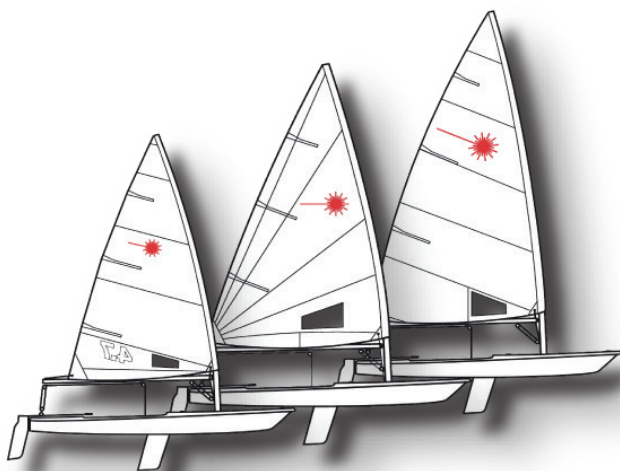


© Lloyd Images

2014 Handbook

Constitution and Class Rules





www.laserinternational.org

INTERNATIONAL OFFICE

PO Box 26, Falmouth, Cornwall TR11 3TN, UK
Email: office@laserinternational.org

Tel: +44 1326 315064, Fax: +44 117 315 0462
Website: www.laserinternational.org

REGIONAL OFFICES

ASIA PACIFIC

118 The Promenade, Camp Hill, 4152 Queensland, Australia
Tel: +61 404 17644086 Email: kenhurling@hotmail.com Web: laserasiapacific.com
Chairman: Ken Hurling

CENTRAL AND SOUTH AMERICA

San Lorenzo 315 Piso 13, La Lucila, (c.p.1636) Buenos Aires, Argentina
Tel: +54 11 4799 1285 Mob: +54 911 4445 4253 Email: cpalombo@palombohnos.com.ar
Central & South American Chair & Executive Secretary - Carlos Palombo ARG

EUROPE

Societe Nautique de Genève, Port Noir Cologny, Suisse
Email: info@eurilca.org Web: www.eurilca.org

NORTH AMERICA

One Design Management, 2812 Canon Street, San Diego, CA 92106, USA
Tel: +1 619 222 0252 Fax: +1 619 222 0528 Email: sherri@odmsail.com Web: www.laser.org
North American Executive Director - Sherri Campbell

CLASS OFFICERS

Honorary President Peter Griffiths NZL
Honorary Vice Presidents Paul Millsom AUS

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

President Tracy Usher USA tracy.usher.ilca@gmail.com
Vice President Hugh Leicester AUS hugh@hydrotechnics.com.au
Executive Secretary Jeff Martin GBR office@laserinternational.org
Past President Heini Wellmann SUI heini@hmwellmann.ch
Central & South American Chair Carlos Palombo ARG cpalombo@palombohnos.com.ar
North American Chair Andy Roy CAN aroy1@bell.blackberry.net
Asian Pacific Chair Ken Hurling AUS kenhurling@hotmail.com
European Chair Jean-Luc Michon FRA michonjl@hotmail.com
Advisory Council members Chris Caldecoat AUS chris@laserailing.com.au
Bill Crane USA wscrane@gmail.com

CONSULTANTS

Technical (non-voting) Takao Otani JPN otani@psjpn.co.jp
Chief Measurer Jean-Luc Michon FRA chiefmeasurer@laserinternational.org

TECHNICAL AND MEASUREMENT COMMITTEE

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

TECHNICAL OFFICER

Clive Humphris AUS technical@laserinternational.org

ADVISORY COUNCIL

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

www.laserinternational.org

International Laser Class Association 2014 Handbook

© International Laser Class Association

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

CONTENTS

- | | |
|---|---|
| 1. Administration & World Council | 28 Instructions for Applying Red Rhombus For Women's Events |
| 2. Contents Table | 29 Boat Care |
| 3 From our President | 30 Concave Batten Caps |
| 4 Go Sailing, Go Racing | 31 Parts of the Laser |
| 5 The Laser Formula | 32 Laser Worldwide |
| 6 ILCA Age Policy and Useful Information | 34 Class Rules |
| 7 Handicap Numbers | 43 Class Rule Interpretations & Measurement Diagrams |
| 8 Coaching and Coaches | 48 District General By-Law |
| 8 International Events Calendar | 49 Measurement By-Law |
| 8 Advertising | 50 District Measurers By-Law |
| 9 What is ILCA? | 51 Sanctioned Events and Honour Awards By-Law |
| 11 Finance | 53 Status and Dissolution By-Law |
| 12 Website | 53 Postal Ballots By-Law |
| 13 Country & District Contacts | 53 Regional Championships By-Law |
| 17 Constitution | 53 World Championship Archives |
| 21 Protecting the One Design Principle | |
| 23 Technical Tips | |
| 24 Instructions for Applying Sail Numbers | |

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

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



Jeff Martin ILCA World Executive Secretary

© Thom Touw



From our President

Three years ago my club hosted the Laser 4.7 World Championships and I remember thinking to myself “which of the sailors would be standing on the Olympic podium in 2020?”

Late last year 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 many of the sailors had previously sailed Lasers. Some of had won Olympic medals including two Laser gold medalists on the winning boat!

Towards the end of 2013 I had the pleasure to visit Oman and, once again, compete in the Laser Masters World Championship. 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! 6% of the fleet were over 75 years old!

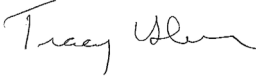
With over 200,000 boats built, most of which are still sailing in 120 countries, we have something really special. Many people have learnt to sail in a Laser, many have enjoyed the thrill of being close to the water on activity holidays and many graduated to racing whether at the weekend at a local club 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 programmes in emerging nations who are 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 the world over.

Thank you



Tracy Usher ILCA President



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

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



Go Sailing, Go Racing

Sailing is great but Laser sailing is a little bit more special. You are totally in control and when you want a challenge you go out in stronger and stronger winds until you are flying across waves and through spray, experiencing the most exhilarating ride of your life. The joy of going Laser sailing is what keeps the class the most popular boat of its type in the world.

If you need a little help getting used to the boat there are books about Laser sailing and racing (see the Laser Library on our website: www.laserinternational.org) 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**	2002	2001	2000	1999	1998	1997	1996	1995	1994
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 2014 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 2014 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 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.

Apprentice - GREEN, Master - RED, Grand Master - BLUE, Great Grand Master - YELLOW.

Fig. 1

Age Group	Masters Category
35 to 44	Laser Standard Apprentice Master Laser Radial Apprentice Master
45 to 54	Laser Standard Master Laser Radial Master
55 and over	Laser Standard Grand Master
55 to 64	Laser Radial Grand Master
65 and over	Laser Radial Great Grand Master

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.

INTERNATIONAL EVENTS CALENDAR

ILCA maintains an international events calendar of regattas that would normally attract international entries. Using Google Calendar, the list is updated on a regular basis and usually holds details of approximately 200 regattas. The calendar can also be integrated into your own calendar, so you can receive event updates automatically.

Event details are available on the ILCA website: www.laserinternational.org.

Please advise the ILCA office of any international Laser regattas in your region at least 3 months in advance. Early notification of events will ensure maximum publicity and avoid clashes with other events.

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.***

© Lloyd Images



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 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.
- Calendar of events, which can now be integrated into your own calendar, so you can receive event updates automatically.
- Bid pages - want to host an ILCA championship? You can find all the bid documents for World and European 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

- ALGERIA (e) Riad Labar Fédération Algérienne De Voile Cnosaso Bp 88 El Biar Algiers (W) +213 21923459 (M) +213 79689404 (E) favoile.alg@gmail.com (Web) www.fav-dz.org
ANDORRA (e) Josep M. Pla Nais Terravella 11 FAV Av. Tarragona 93 Andorra la Vella AD500 (W) + 376 811 195 (E) contact@andorrevela.com (Web) www.andorrevela.com
ANGOLA (int) Nuno Gomes, Angolan Nautical Sports Federation, Clube Naval de Luanda, Av. Mohammed Muiratha, Ilha (M) +24 4924987900 (W): +35 1967034692 (E) ngomes999@gmail.com
ANTIGUA (int) Geoffrey D. Pidduck, Spring Hill, Falmouth (H) +1 268 680 1333 (W) +1 268 562 7599 (M) + 1 268 720 7702 (E) geoffrey@geoffrey.pidduck.com (Web) www.antiguasailingassociation.com
ARGENTINA (csa) Hugo Dietrich Argentinian Laser Class 110 Corrientes Rosario Santa Fe 2000 (M) + 54 9 341 6422602 (E) hacros@arnet.com.ar (Web) www.laserarg.com
AUSTRALIA - SOUTH (ap) Andrew Darcy, 40 Milner St, Prospect SA 5082 (W) + 61 40 2141512 (E) salaser@adam.com.au (Web) www.salaser.com
AUSTRALIA - NORTH (ap) Gary Martin Northern Territory Laser Class Association, 11 Francis Street Milliner NT 920 (H) + 61 8 8985 5914 (M) + 61 40 403 1101 (E) gm50@bigpond.net.au
AUSTRALIA - VICTORIA (ap) Peter Merritt, 23 Lowen Road, Glen Waverley, VIC 3150 (M) + 61 419 532 311 (E) pmerritt@optushome.com.au (Web) www.viclaseryachting.org.au
AUSTRALIA - WEST (ap) Chris Kelly, 8 Boreham street, Cottesloe, WA 6011 (M) + 61 412 988 031 (E) chris@hillarys yachtclub.com.au (Web) www.laser.wa.asn.au
AUSTRALIA - QUEENSLAND (ap) Rob Sykes, P O Box 202, Weyell Heights QLD 4012 (E) rsyk3594@bigpond.net.au (Web) www.qld.yachting.org.au
AUSTRALIA - TASMANIA (ap) Grant Pullen, 10 Cicero Court Blackmans Bay TAS 7052 (W) +61 362 333157 (M) +61 40 8379197 (E) grant.pullen@dpi.pw.tas.gov.au
AUSTRALIA - NSW (ap) Kevin Phillips NSW & ACT Laser Association PO Box 84 St. Leonards NSW 1590 (M) + 61 427146400 (E) chairmah@laser.asn.au (Web) www.laser.asn.au
AUSTRIA (e) Christian Schmid Heimrichstrasse An den langen Lüssen 11/3/1 Vienna1190 (M) +43 6504 136655 (E) austrianlaserclass@gmail.com (Web) www.lasersailing.at
BAHAMAS (int) Adam Russel Bahamas Laser Fleet P.O. Box N4344 Nassau (Tel) +242 393 8495 or +242 324 2184 (E) bah.laserfleet.captain@gmail.com (Web) www.bahamasailing.org
BAHRAIN (int) Noaman Al Hassan Bahrain Maritime Sports Association PO Box 11622 Manama (W) +973 17 836 025 or 17 836 078 (M) +973 39 446 822 (E) info@bhsailing.com (Web) www.bhsailing.com
BARBADOS (int) Penny McIntyre Bamboo Hollow 34 East Bamboo Ridge Holders St. James (H) + 246 432 5695 (M) + 246 823 0019 (E) salfias@carbsurf.com (Web) www.sail-barbados.com
BELARUS (e) Polina Ignatenko 709-25 Mashervoa Av. Minsk 220002 (W) +375 17 3348589 (E) info@yachting.by
BELGIUM (e) Luc Dumonceau 13 Av. de l'Amarante Bruxelles 1020 (H) + 32 2268 5249 (W) + 32 2219 6254 (M) + 32 4768 76177 (E) ldumonceau@skynet.be (Web) www.lasergroupbelgium.be
BERMUDA (int) Brett Wright, 7 Cove Point Lane Spanish Point Pembroke HM01 (H) +1 441 295 2558 (E) Brett.Wright@treecon.bm (Web) www.bermudalasers.bm
BRAZIL (csa) Helio Albano Araujo 9500/robert19 Av. Lucio Costa Rio de Janeiro R22795006 (H) +55 2121013934 (M) + 55 2199113411 (E) helloaraujo2@gmail.com (Web) www.laser.org.br
BRITISH VIRGIN ISLANDS (int) Robert Phillips Royal BVI Yacht Club PO Box 200 Road Reef Road Tortola (W) +284 494 2569 (E) bob@doylecaribbean.com (Web) www.royalbvicyc.org
BRUNEI (ap) John McNae No 12 Simpang 730 Jalan Jerudong BB3122 (M) + 673 8 710992 (E) johnmacnae@mac.com
BULGARIA (e) Valentin Nikolov Bulgarian Sailing Fed. 75 Vassil Levski Blvd Sofia 1000 (W) +359 885258750 (E) president@bulsaf.bg (Web) www.bulsaf.bg
CAYMAN ISLANDS (int) Ralph Harvey Cayman Islands Sailing Club PO Box 32137 Grand Cayman KY1-1208 (W) +1 345 947 7913 (E) coach@sailing.ky (Web) www.sailing.ky
CHILE (csa) Mauricio Bemabo Marchant Pereira 221 Piso 11 Providencia Santiago RM (H) +562 242 21688 (W) +562 3401011 (M) +569 82095302 (E) bemabo@yahoo.com (Web) www.laserc Chile.cl
CHINA (ap) ZANGYUE Chinese Yachting Association Weituo Mansion 6 Zuoanmennei Street Chongwen dis Beijing 100761 (W) + 86 10 6711 3677 (E) zangyue315@hotmail.com
CHINESE TAIPEI (ap) Lin Hong-Dow Rm. 903 No. 20 Chu-Lun St. Sports Building Taipei City Taiwan 10489 (H) +886 932 142403 (E) ctvaf68@seed.net.tw
COLOMBIA (csa) Andres Quintero, Classe Laser, Colombia Calle 27 a # 25-18 Bogota / Cundinamarca (W) +57 1 2459231 (M) +57 320 4123484 (E) andreyquinteros@gmail.com or comodoro.lasercolumbia@gmail.com (Web) www.fedevelacolombia.org
COOK ISLANDS (ap) Annie Tierney Muri Retreat Main Road Ngatangiia Rarotonga (H) + 682 28243 (M) + 682 54605 (E) anne@jita.co.ck
COSTA RICA (csa) Rodrigo Vazquez Clase Laser de Costa Rica PO Box 476 San Jose 1000 (H) + 506 293 6269 (M) + 506 290 2055 (E) galena@racsa.co.cr
CROATIA (e) Zlatko Jakkeli 109 D Vukovarska Split 21000 (H) + 385 213 75091 (W) + 385 213 99140 (M) + 385 9150 53669 (E) zlatko.jakkeli@st.t-com.hr (Web) www.hjs.hr
CYPRUS - LASER FLEET (e) Colin Humphrey PO Box 59344 54 Ambelonon Street Pissouri Limassol 4067 (M) + 357 9983 0618 (E) colinhumphrey613@yahoo.co.uk
DENMARK (e) Flemming Rost, 22A Prins Knuds Vej Risskov DK-8240 (W) +45 86179008 (M) +45 2172525 (E) flemmingrost@webb.com (Web) www.lasersailing.dk
DOMINICAN REPUBLIC (int) Raul Aguayo Angel Severo Cabral # 16, Julieta Santo Domingo Distrito Nacional (M) + 809 224 224 8808 (E) twiter45@yahoo.com

ECUADOR (csa) Eduardo Viteri Casilla 9900 Luque, 325 y Chimboraço Guayaquil (H) + 593 42830405 (W) + 593 9747711 (E) edviteri@ecua.net.ec (Web) www.sallecuador.org/ey_laser.htm

EGYPT (e) Dr Abia Adel Hussein Zahran 82, Abdül Aziz Al Soud St, El-Manial Cairo 11451 (E) eswf.eg@yahoo.com

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

ESTONIA (e) Väinö Tallinn Estonia 12112 (H) + 372 6593195 (M) + 372 5042477 (E) anis@atea.ee (Web) www.laserzoom.ee

FINLAND (e) Virpi Mikkola Menninkäisenitie 10K ESPOO 02110 (M) + 358 505465486 (E) virp.mikkola@korkkone.fi (Web) www.sailaser.fi

FRANCE (e) Jean-Luc Michon 29 Rue de la Juude Le Bois Plage 17580 (M) + 33 66 21 0 9632 (E) michonjl@hotmail.com (Web) www.francelaser.org

GEORGIA (e) Jumber Tsomalia 9 April Avenue 31726 Poti 4401 (M) + 995 9957 3524 (E) Jukiklub@yahoo.com

GERMANY (e) Bernd Buchert Wachelstrasse 7F Berlin 12526 (H) + 49 3 067 66 552 (M) + 49 1 752 22 290 (E) gelaseras@gmx.de (Web) www.laserklasse.de

GIBRALTAR (e) Tony Segovia Royal Gibraltar Yacht Club 26 Queensway (H) + 34 956 796 272 (M) + 34 654 786 772 (E) tonysegovia@telefonica.net (Web) www.rgyc.gi

GREECE (e) Panos Dimitrakopoulos Hellenic Laser Class Ass. 464, Agia Marina Avenue 194 00 (W) +30 210 9690850 (M) +30 6937370070 (E) info@hellaslaserclass.gr / psklas@hotmail.com (Web) www.rgyc.gi

GRENADA (int) Jacqu Pascall PO Box 1171 Suite # 3 Grande Anse Centre Grande Anse St George's (W) + 1 473 439 1000 (Web) www.grenadasailingfestival.com

GUAM (csa) Kelly Bruce P.O. Box 4003, Hagatña 96932 (H) + 671 482 1903 (E) Kelly.Bruce@xerox.com

GUATEMALA (csa) Juan Estuardo Maegli 23 Av. 6-72 Zona 15 Vista Hermosa 11015 (H) + 502 2365 7031 (W) + 502 2328 8888 (M) + 502 5203 9783 (E) jernaegli@grupotecun.com

HONG KONG (ap) Swanson Chan Hong Kong Laser Association Royal Hong Kong Yacht Club Kelllett Island Causeway Bay Hong Kong (M) +852 98625255 (E) swanson_chan@yahoo.com (Web) www.laser.org.hk

HUNGARY (e) Bernadett Eszes, Szt. Imre hrg. u. 9/d, Balatonalmádi, H-8220 (W) +36 30 7091606 (E) delta77@hotmail.com (Web) www.laser-sailing.hu

ICELAND (e) Ulfr Helgi Hróbjartsson Ilfröttamtíðstodin Englavík 6 Reykjavík (W) +354 514 4210 (E) sil@sisport.is (Web) www.sisport.is/sil

INDIA (ap) Lt Col RSD Dhilon Laser Class Association of India C/o MCEME Secunderabad Andhra Pradesh 500015 (W) +91 402 7790396 (M) +91 9491073622 (E) laserindia@gmail.com or info@lcai.co.in

INDONESIA (ap) Erika Maher, Shengri La Residences #3C, Jakarta 10220 (M) + 62 858 1455 1817 (E) erika@the-mahers.com

IRELAND (e) Ron Hutchison September Cottage 3 Main Street Groomsport Co. Down BT19 6JR (H) + 44 28 9147 8082 (M) + 44 7711 726282 (E) RonHutchison@hotmail.com (Web) www.laser-ireland.com

IRAN (int) Khosrow Ebrahimi Nia, Iran Canoe, Rowing & Sailing Federation, Azadi Sport Complex, Tehran 1484815174 (W) +98 2144739135 (E) crs@msy.gov.ir

ISRAEL (e) Smadar Pritov 10 Shirat Str Tel Aviv 69482 (W) + 972 3 648 2860 (E) iya@netvision.net.il (Web) http://sailing.org.il

ITALY (e) Macchio Macri Via Carlo Poma 1 Milano 20129 (W) +39 2 761 15147 (E) assolaser@assolaser.org (Web) www.assolaser.org

JAPAN (ap) Takao Otani 3-13-31 Kamitsuchidana-Minami Ayase Kanagawa-ken 252-1114 (W) +81 467 76 1051 (E) ilcajpn@cityfujisawa.ne.jp

KENYA (int) Tom Morton ESBC, PO Box 856 NAIROBI 00606 (M) +254 728 218 183 (E) tom@hermontons.co.ke (Web) www.sailingkenya.org

KAZAKSTAN (ap) Oleg Kulivatskiy Kapchagay Almaty 040800 (W) +77 277242298 (M) +77 772269411 (E) a.kulivatskiy@gmail.com

KOREA (ap) Soorho Park, 903 Olympic Center 88 Oryu-dong Songpa-gu Seoul (H) + 82 2 420 4390 (W) + 82 2 420 4392 (M) + 82 10 2363 0507 (E) joonbang@gmail.com

KUWAIT (int) Khalid Alfordary PO Box 5863 Safat 13059 (H) + 96 556 16119 (M) + 96 590 84448

KYRGYZSTAN (ap) Vladimir Kirik, 12 Erkindik, Bishkek 720040 (M) +9966554300152 (W) +996312300152 (E) alex.abramov89@gmail.com

LATVIA (e) Valdis Avtikis, 18-30 Albatrosu Rīga LV1030 (M) +371 2639 2822 (E) laserlatvia@inbox.lv

LITHUANIA (e) Linas Grabnickas 3 Topoliu g. Rumsiskes Kaisiatoriu rai 56336 (M) +370 685 77594 (E) linas.grabnickas@sailing.lt (Web) http://kaunas.sailing.lt

LUXEMBOURG (e) Marc Schmitz 49 rue Simmerschmelz Nospelt L-8392 (E) luxembourg_sailing@yahoo.com

FYR MACEDONIA (e) Dragan Kelesoski 42A Proleterski Beigadi Struga 6330 (H) + 389 4678 1660 (E) bckmikodragan@yahoo.com

MALAYSIA (ap) Mohd Afendy Abdullah, National Sailing Center, Lot 3662, Pokok Asam, Kuah, Langkawi 07000 (M) +60192296316 (E) afendyzeta@yahoo.com.my

MALTA (e) Peter Dimech 18 Alfred Craig Street, Ta' Xbiex XBX1112 (H) + 356 2733 6484 (W) + 356 2182 5267 (M) + 356 7946 6873 (E) peterdimech@onvol.net

MEXICO (int) Javier Montemayor Libertad 1725 Colonia America Guadaluajara Jalisco CP44160 (W) + 52 33 3825 2257 (E) javier.montemayor@shaw.ca (Web) www.lasermexico.org

MOLDOVA (e) Alexander Denistuc 10 building AP 58 Ceucaari Chisinau 2020 (H) + 373 2246 3874 (W) + 373 2246 3874 (M) + 373 7954 5522 (E) moldsailing@starnet.md

MONACO (e) Thierry Leut, Yacht Club de Monaco, 16 Quai Antoine 1er MC 98000 (E) tleut@yacht-club-monaco.mc

MONTENEGRO (e) Dusko Lucic Montenegrin Sailing Association Crnogorski jedrilcarski savez Skver b.b. Herceg Novi

MOROCCO (e) Mohammed Zanzouli, BP 9112, Safé Mohammed-Salé-Morocco (M) 212 6 66 08 44 94 (E) laserzanzouli@hotmail.com

MYNAMAR (csa) U Myo Tin 84/85 Hlaing Myint Moh Lane No.1, 10th Quarter Hlaing Township Yangon (E) info@myanmarisailing.com

NETHERLANDS (e) Karel van Asselt 9 Aleida van Strijenstraat Strijen 3291 GM (H) + 31 7 8674 5229 (W) + 31 6 2036 7502 (E) k.van.asselt@wxs.nl (Web) www.laserklasse.nl

NETHERLANDS ANTILLES (int) Cor van Aanholt Brakkeput Arba 98 Curacao (H) +59 997383888 (M) 59 995609454 (E) AHOsailing_laser@gmail.com

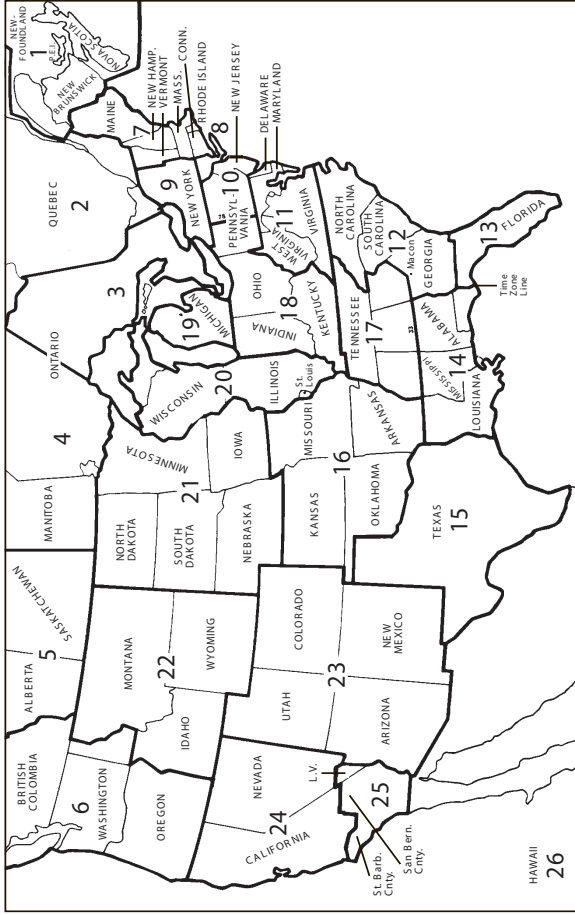
NEW CALEDONIA (ap) Jacques Frei 9 Bis Rue Gustave Lods Noumea 98 846 (H) + 687 262 685 (M) + 687 793 194 (E) jfrei@lagoon.nc

NEW ZEALAND (ap) Karen Grimwade PO Box 42-195 Orakei Auckland 1745 (H) +64 93605444 (W/M) +64 212076432 (E) secretary@nzlaser.org (Web) www.nzlaser.org

NIGERIA (int) Ebenezer Ukwunna 1 Kessington Broadway Satellite Town Lagos (W) + 234 802 442 4674 (E) eukwunna@yahoo.com
NORWAY (e) Christian Begby Gjøkbakken 1b Oslo 0789 (M) 47 9340 9328 (E) cbebyg@gmail.com (Web) www.lasersnyf.no
OMAN (int) Neil Coxon Director of Training Oman Sail, PO Box 2394 Ruwi PC 112 (M) + 968 9943 8809 (E) nell@omansail.com (Web) www.omansail.com
PAKISTAN (ap) Captain A R Anshad Laser Association of Pakistan 105/111 Khayaban-E-Muhafiz Phase VI DHA Karachi (H) + 92 21 534 2123 (W) + 92 21 58 73 103 (M) + 92 300 820 2472 (E) sarahad2000@yahoo.com
PAPUA NEW GUINEA (ap) Numa Graham, Papua New Guinea Laser Association PO Box 140 Port Moresby (W) + 675 3255143 (M) + 675 72599536
PERU (csa) Guillermo Arce, Jr. Las Tres Manas 376, Surco, Lima 33 (H) +51 1 4358447 (M) +511 997893130 (E) adangelo@telefonica.net.pe (Web) www.laserperu.org
POLAND (e) Piotr Wiemanski Lekarska 21/1 00-610 Warsaw (H) + 48 22 825 37 00 (M) +48 602 28 46 37 (E) info@laserpol.com.pl (Web) www.laserspki.pl
PORTUGAL (e) Inocencio Soares 1896 1º dt Rua Oscar da Silva Leça da Palmeira 4450-755 (H) + 351 1 3059 45431 (M) + 351 9105 10102 (E) innoc.soares@netcabo.pt (Web) www.apclaser.org
PUERTO RICO (int) Dr. Roberto Alfonso 51 Kings Ct Apt 6A San Juan PR00911 (M) + 1 787 637 9500 (E) alfrbomd@caribe.net (Web) www.sailingpur.org
QATAR (int) Ali Nasser Tefat Qatar Sailing and Rowing Federation PO Box 23515 Doha (H) + 974 442 0305 (W) + 974 442 7335 (M) + 974 554 2233 (E) qatarsailing@yahoo.com (Web) www.qatarsailing.org
ROMANIA (e) Razvan Pislaru Theodor D. Sperantia 108 Bl. S22 Sc.1 Ap.4 Sector 3 Bucharesti 30941 (E) rpislaru@yahoo.com
RUSSIA (e) Vladimir Nazarov 8-448 Luzhetskaya nab. Moscow 122720 (W) + 79 031 999611 (E) juniorvps@yandex.ru (Web) www.lasersailing.ru
SAUDIA ARABIA (int) Ian R. Hockey Villa I-19a Sara Village, BAE Systems PO Box 98 Dhairan 31932 (H) + 966 3 869 8100 ext 1437 (M) + 966 508 128 569 (E) saudiaslaser@yahoo.co.uk
SEBIA (e) Miroslav Petkovic 53a Veselina Maslesa Belgrade 11000 (M) + 381 6330 4577 (E) mpeikovic@hatifipe.rs (Web) www.sailing.org.yu
SEYCHELLES (int) Alain Alcindor B 41 Hermitage Mont Fleuri Mahe PO Box 508 (W) + 248 32 39 08 (M) + 248 72 23 28 (E) noas@seychelles.net
SINGAPORE (ap) Jason Lim, National Sailing Centre, 1500 East Coast Parkway 468863 (W) + 65 6444 4555 (Web) www.sailing.org.sg
SLOVAKIA (e) Barbara Bachratá 23 Bemolova Svaty Jur 90021 (M) + 421 9035 30906 (E) bachratba@gmail.com (Web) www.sailing.sk
SLOVENIA (e) Romeo Podgatar SLOASER Danjejeva 22 6310 Izola (W) +38 641755742 (E) romeo@t-2.net or mojcajursevic@gmail.com (Web) www.jadraina-zveza.si
SOUTH AFRICA (int) Alan Keen 8 Rover Rd Rondebosch 7700 (H) + 272 1481 8700 (W) + 278 2552 8750 (E) akeen.home@gmail.com
SPAIN (e) Jordi Capella Arredona C/ Mallorca nº61, Piso 1ºC. Barcelona 08029 (M) +34 626248491 (E) laser_esp@gmail.com (Web) www.laser-esp.com
SRI LANKA (ap) Sarath Kuragama Yachting Association of Sri Lanka No. 26 Millegriya Avenue Colombo 4 (E) sskuragama@yahoo.com
ST LUCIA (int) Ulrich Meixner, Golf Ridge 8, St Lucia, (M) 720 9581 (W) 17584528531 (E) destill@candw.lc
SUDAN (int) M. Hedi Karim Blue Nile Sailing Club Box 2343 (E) s_sailing@hotmail.com
SWEDEN (e) Anders Landenslad Backavägen 52D SE-371 46 Karlskrona (M) + 46 733 277 007 (E) anders.luthen@sunrise.ch (Web) http://swiss-laser.org
SWITZERLAND (e) Gisèle Luthier Ochattatz 23 1025 St. Sulpice, Switzerland (H) +41 (21) 691 9281 (E) gisele.luthier@sunrise.ch (Web) http://swiss-laser.org
TAHITI (ap) Isabelle Barbeau, PO Box 20574, Papete 98713 (H) 00689561475 (E) isabellebarbeau5@gmail.com
TANZANIA (int) Richard Palmer, Dar es Salaam Yacht Club, PO box 1280, Dar es Salaam (M) +255758469466 (E) laserrep@darlyachtclub.com (Web) www.darlyachtclub.com
TAPEI (ap) Albert T. Chandler 39/25 Soi Nichada Thant Samakkee Road Banglaed Pakkred Nonthaburi 11120 (H) + 66 2 266 6485 (M) + 66 81 8033 3005 (E) atchandler@ctlo.com
THAILAND (e) James Arrindell 1003 Tunis (M) +216 9932583
TUNISIA (e) Mir Lotfi Hachani Fédération Tunisienne de Voile Maison des Fédérations Sportives Bloc B, 5ème Etage Cité Olympique 1003 Tunis (M) +216 9932583 (F) +216 71 236 902 (E) fltv@fltv.org.in (Web) http://fltv.org.in
TURKEY (e) Ardan Aksade Turkish Sailing Federation Ulus Is Hani Kat:2, Ankara 6050 (W) +90 532 3519426 (E) ardanaksade@yahoo.com (Web) www.tyf.org.tr
UGANDA (int) Philip Betts, PO Box 7892, Kampala (M) +256752755066 (E) philip@essoucoug.com (Web) www.sailinguganda.com
UKRAINE (e) Anastasiia Gafenko, Ap 81, 7 13 Polovetska str, Kiev 04107 (E) ukf@laserassoc.ukr.net (Web) www.lasersailing.com.ua
UNITED ARAB EMIRATES (int) JEA Sailing & Rowing Federation PO Box 15 Dubai (W) + 971 2 681 5586 (E) sg-office@sarf.ae (Web) www.sarf.ae
UNITED KINGDOM (e) Dorothy Beadsworth Culverness Cottage Bayton Common Kidderminster Worcestershire DY14 9NU (W) + 44 1299 832970 (M) + 44 7770 951194 (E) db.ukia@virgin.net (Web) www.laser.org.uk
URUGUAY (csa) Diego Freiria, San Marino 1458, Montevideo 11400 (M) +598 99064449 (E) dfreiria@gmail.com (Web) www.laseruruguay.es.it
US VIRGIN ISLANDS (int) Kimberley Jones 1215 King Cross Street Christiansted VJ 00820 (H) + 1 340 773 4709 (M) + 1 340 332 9282 (E) isvj1@gmail.com (Web) www.vitalaser.com
VENEZUELA (csa) Maria Adela Pérez Federation Venezolana de Vela Torre America 713, Ave. Venezuela Bello Monte Caracas, Apartado 76069, Caracas 1070 (W) + 58 212 761 9105 (E) fwela@cantv.net or snibuspimming@hotmail.com
WESTERN SAMOA (ap) Faiumu Tali Heilaby, Samoa Limited Vaitele PO Box 6582 Apia (H) + 685 23 350
ZIMBABWE (int) Megan Griffiths 14 Ryelands Court (M) +263772143247 (W) +2634620796 (E) meganjgriffiths@gmail.com

NORTH AMERICAN DISTRICT CONTACTS

NA DISTRICT 01 (na) NA DISTRICT 01 (na) Danielle Dube, 8 Sunnydale Dr, Glen Haven, Nova Scotia B3Z 2T8 CANADA Tel: (H) +1 902 823 2802
NA DISTRICT 02 (na) Philippe Dormoy, 385 Place Desmarès, Ile Bizard, Quebec, H9C 2G8, CANADA Tel: (H) +1 514 620 8124 (E) Philippe_dormoy@steris.com (Web) www.laserd2.org
NA DISTRICT 03 (na) Nigel Heath, 81 Glenvale Blvd, Toronto, ON M4C 2V7, CANADA Tel: (H) +1 416 417 0193 (E) nigel_heath@manulife.com (Web) www.d3laser.com
NA DISTRICT 04 (na) Brigitte Smutney, 409-145 Pacific Ave., Winnipeg, MB R3B 2Z6, CANADA Tel: (H) +1 204 925 5647 (E) sailing@sportmanitoba.ca (Web) www.sailmanitoba.com
NA DISTRICT 05 (na) Mark Lammens, 510 Cynthia St, Saskatoon, SK S7K 7K7, CANADA Tel: +1 306 975 0833 (E) saskmail@sasktel.net (Web) www.saskmail.com
NA DISTRICT 06 (na) Andy Hunt, 111-2260 W 8th Ave., Vancouver, BC V6K 2A7, CANADA Tel: (H) +1 604 733 9663 (E) ahunt@vcn.bc.ca (Web) www.district6x.ca
NA DISTRICT 07 (na) Derek Stow, 28 Starlit Road, Tiverton, RI 02878, USA Tel: +1 401 625 5973 (E) Laserd7@gmail.com (Web) www.laserdistrict7.com
NA DISTRICT 08 (na) Lindsay Hewitt - Tel: +1 631-692-4798 (E) Lymanthome@aol.com
 San Bern, Calif. (E) Lymanthome@aol.com
 David Trinder - Tel: +1 631-418-5220 (E) dtrinder@gmail.com (Web) http://laserd8.org
NA DISTRICT 09 (na) Charles Williamson, 9 Lagrand Court, Ithaca, NY 14850-9474, USA Tel: (H) +1 607 272 0630 (M) +1 607 227 6176 (E) cw26@cornell.edu
NA DISTRICT 10 (na) Eric Rellinger, 7908 Normandy Dr, Laurel, NJ 08054, USA Tel: (M) +1 609 206 2973 (E) er4599@gmail.com (Web) http://d10.laserforum.org
NA DISTRICT 11 (na) Jon Deutsch, 3422 Blithewood Drive, Richmond, VA 23225, USA (H) +1 804 305 1244 (E) jon@laserdistrict11.org (Web): www.laserdistrict11.org
NA DISTRICT 12 (na) Glenn Walker, 6255 Turle Hill Dr., Wilmington, NC 28409 USA (E) gwalker@mindspring.com (Web) http://d12.laserforum.org
NA DISTRICT 13 (na) Michelle Davis, 2037 SE 14th St., Homestead, FL 33035, USA (H) +1 305 582 4165 (E) laserbranz@hotmail.com (Web) http://www.laserdistrict13.org
NA DISTRICT 14 (na) Britt Drake, 112 Pin Oak Circle, Neeville, FL 32578, USA Tel: (H) +1 850 252 3829 (E) cbrdrake@yahoo.com
NA DISTRICT 15 (na) Forest Atkins, 4400 W. University Blvd, #18202, Dallas, TX 75209, USA (W) +1 214 686 7035 (E) 157833@gmail.com
NA DISTRICT 16 (na) Tim Fitzgerald, 2322 Bronfield Circle, Wichita, KS 67226, USA Tel: +1 316-650-3636 (E) timfitz@cox.net (Web) http://laserd16.inpod.com/
NA DISTRICT 17 (na) John E. Coledge Jr., 1113 Hanover Street, Chattanooga, TN 37405, USA Tel: (H) +1 423 309 1926 (E) JC@Chattiprini.com (Web) http://d17.laserforum.org/



NA DISTRICT 23 (na) Geoff Hurwitch, 4302 Hidden Cove Road, Park City, UT 84068, USA (E) GeoffH437@yahoo.com (Web) www.usdiscovery.com/manager
NA DISTRICT 24 (na) Nick Burke, 673 6th Ave, San Francisco, CA 94118 USA (E) nburke@skysail.com (Web) http://www.technicalwizardry.com/manager/24.htm
NA DISTRICT 25 (na) Jorge Suarez, 7 Covina Ave, Long Beach, CA 90803, USA Tel: +1 562 280 8116 (E) jorgesuarez@comcast.net
NA DISTRICT 26 (na) Guy Snyd, 44-392 Olinga St #6, Kamehameha, HI 96744-2617, USA Tel: (H) +1 808 955 4405 (E) gwynsyd@haa

NA DISTRICT 18 (na) John Shockey, Tel: +1 216 386 1920 (E) johnshockey@gmail.com (Web) http://d18.laserforum.org/
NA DISTRICT 19 (na) Ken Sweika, 27022 Koerber St, St. Claire Shores, MI 48081, USA Tel: (H) +1 248 635 5363 (Web) www.d19laser.com
NA DISTRICT 20 (na) Steve Dolan, 2110 Chancery Ct., Brookfield, WI 53046, USA (H) +1 262 506 8879 (E) dolan@brookfieldwi.com (Web) http://d20.laserforum.us/6
NA DISTRICT 21 (na) John Hest, 1000 Kanyl Dr., Minneapolis, MN 55445, USA (H) +1 952 820 5197 (E) D21.ses@comcast.net (Web) http://d21.laserforum.org/
NA DISTRICT 22 (na) Kurt Hees, 524 67th St, Seattle, WA 98103, USA Tel: (H) +1 206 335 8776 (E) kurthoehne@gmail.com

INTERNATIONAL LASER CLASS ASSOCIATION

Constitution

© International Laser Class Association, Falmouth, UK

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.



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.)

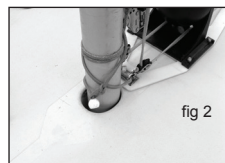
The mast retention line is one of the most important lines on the boat. It must allow 180 degree rotation of the mast and at the same time keep the mast in the deck tube in the event of a capsize. It is important that the mast cannot move in and out of the tube by more than 50mm. A mast retention line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

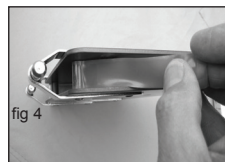
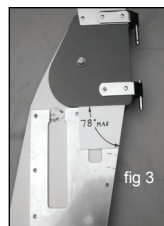
You are always safer to make it slightly less than 78 degrees to allow for wear on the pivot bolt hole and the contact area to the spacing pin (fig 5).

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

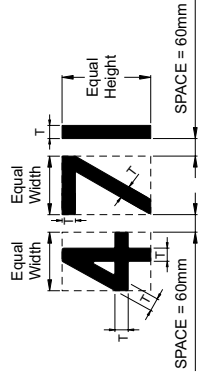
UPRIGHT NUMBERS AND LETTERS

ANGLED NUMBERS AND LETTERS

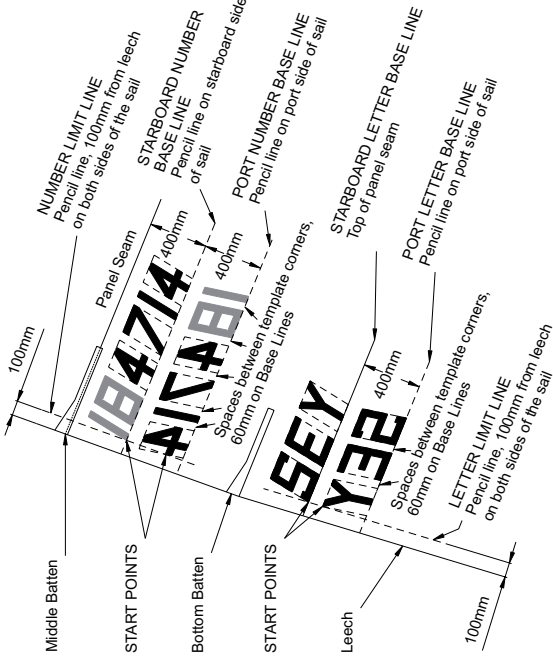
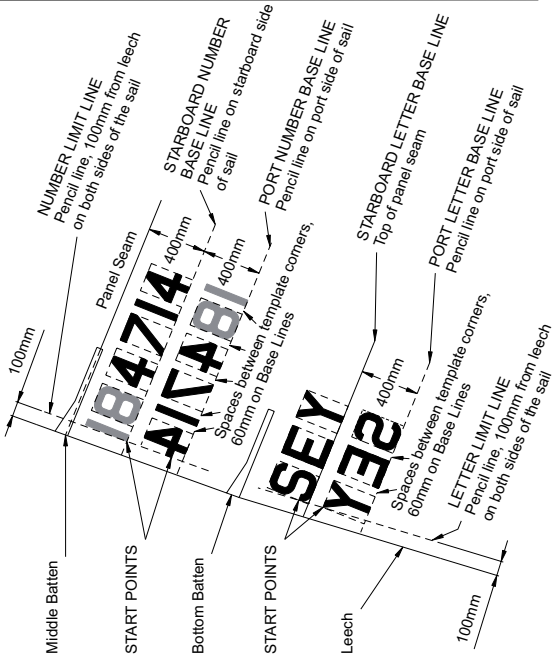
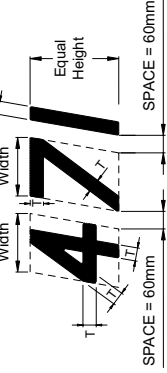
January 2009 Edition

T = Thickness = MINIMUM 45mm

T = Thickness = MINIMUM 45mm



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

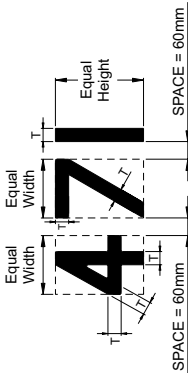


1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 50mm. SO USE 60mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK. PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY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

RADIAL RIG NUMBER & LETTER SIZES AND POSITIONING

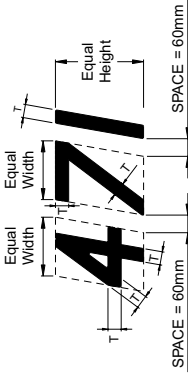
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



ANGLED NUMBERS AND LETTERS

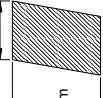
T = Thickness = MINIMUM 45mm



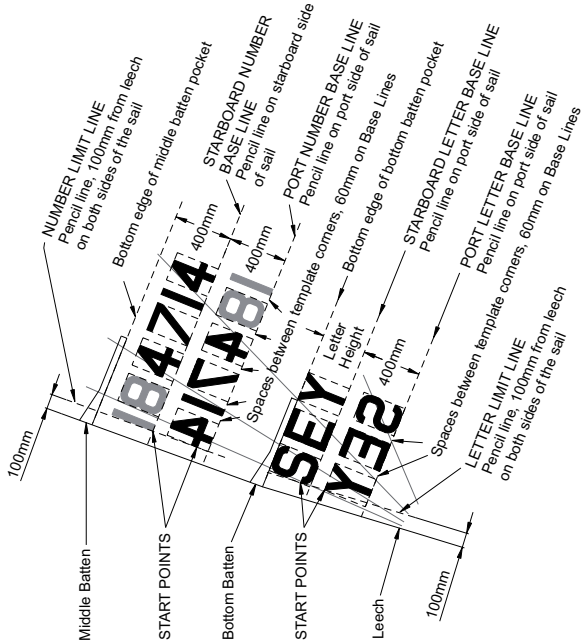
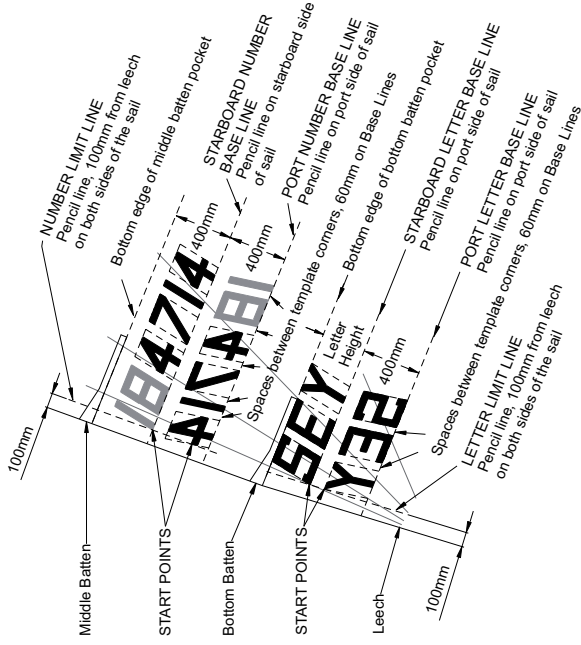
January 2009 Edition

ANGLED NUMBERS AND LETTERS

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



TEMPLATE



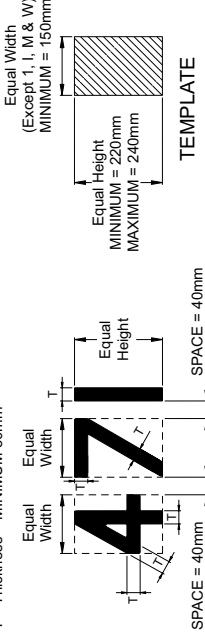
1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 50mm, SO USE 60mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK; PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY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

LASER 4.7 RIG NUMBER & LETTER SIZES AND POSITIONING

November 2013 Edition

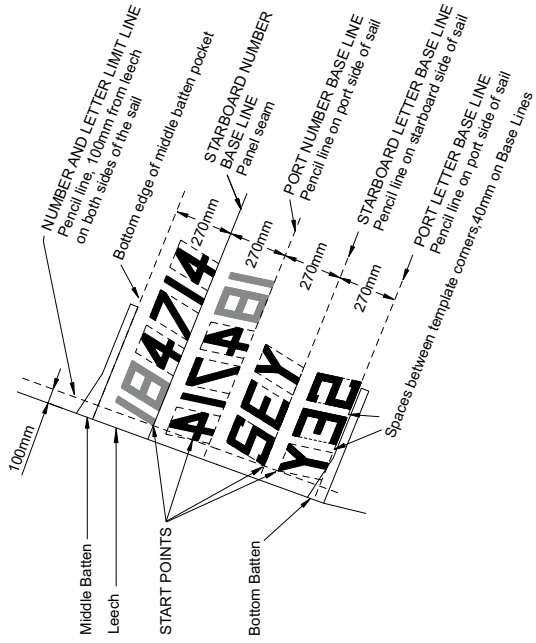
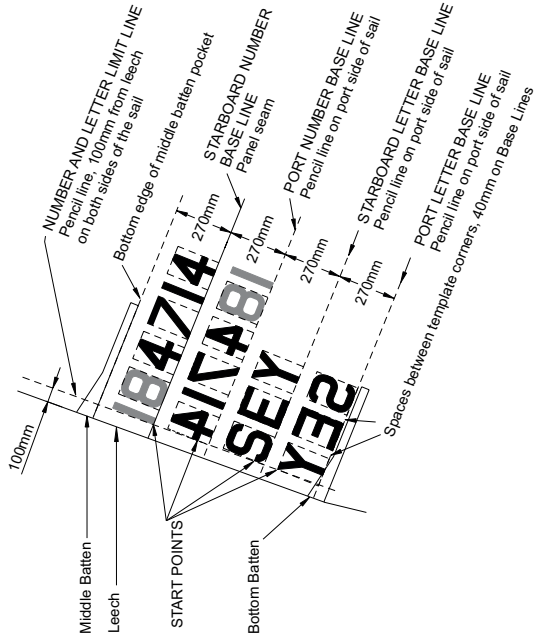
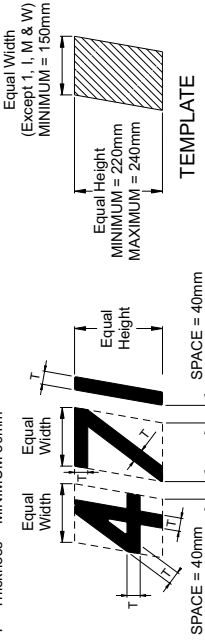
UPRIGHT NUMBERS AND LETTERS

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.

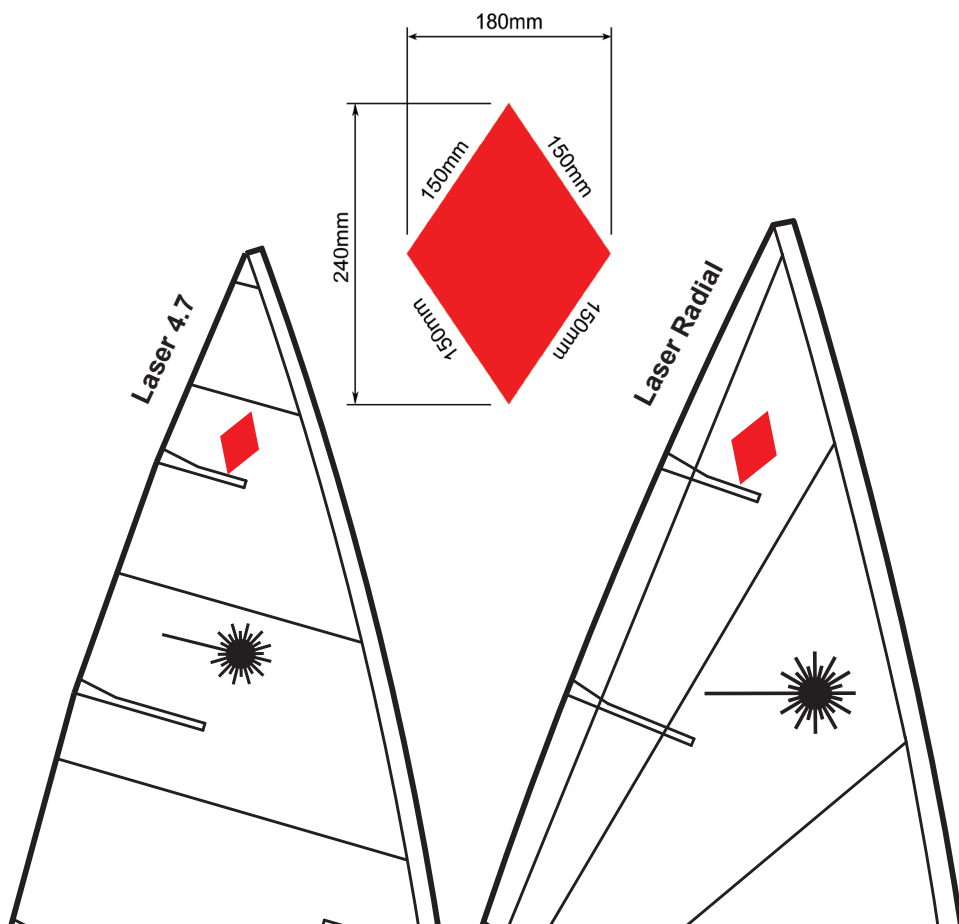
Instructions for Applying Red Rhombus For Women's Events

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.

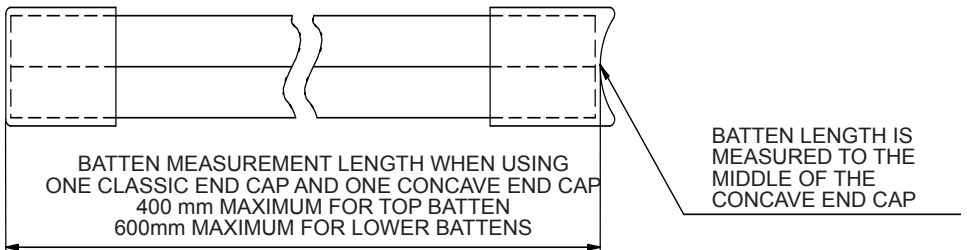
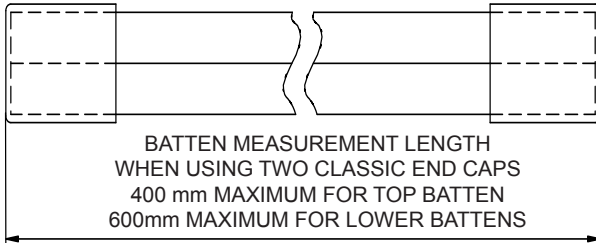


Rudder and Tiller

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.

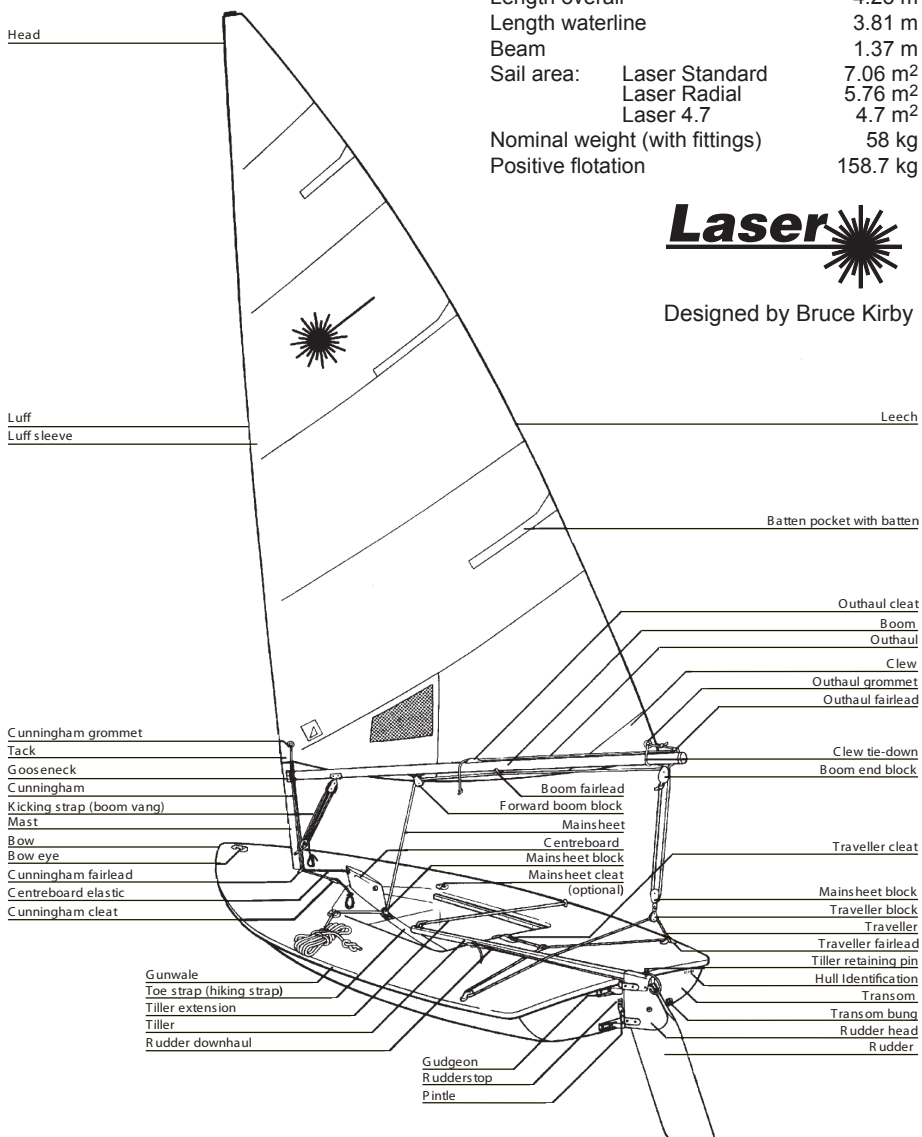


Parts of the Laser

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



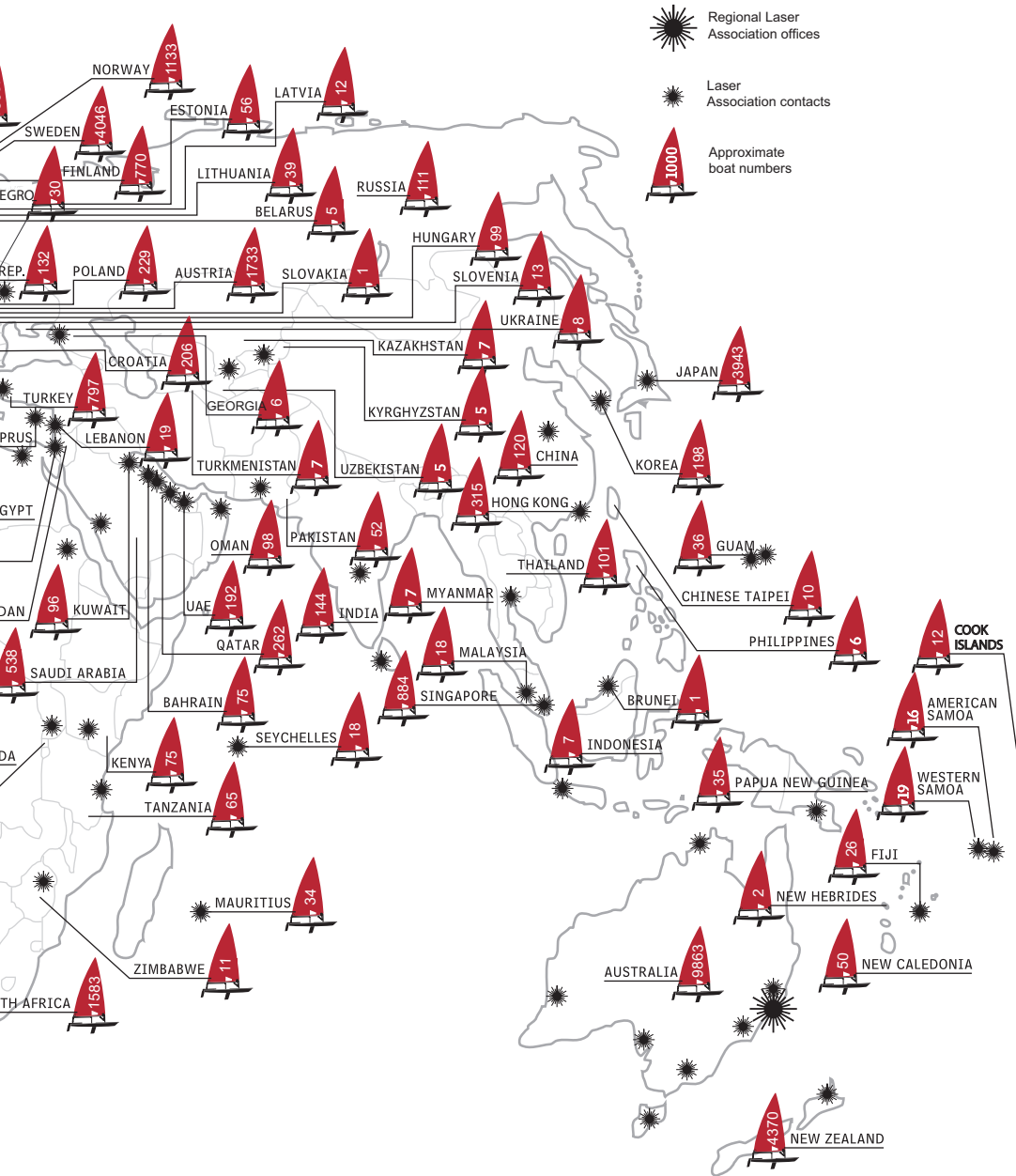
Designed by Bruce Kirby



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.

Class Rules Index

PART ONE	8. Hull Coatings.....	39	20. Inspection Ports.....	41
Object	9. Class Association		21. Clips & Storage Bags	41
Fundamental Rule	Membership.....	39	22. Compass	41
Hull Identification	10. Advertising.....	39	23. Wind Indicators.....	41
Definition of a Builder			24. Tape and Line.....	41
	PART THREE:		25. Safety Equipment	41
PART TWO	11. Hull Finish.....	39	26. Repairs & Maintenance	41
1. Measurement Diagrams	12. Transom Drain Bung	39	27. Reefing	41
2. Measurement	13. Self Bailer	39		
3. Control Systems,	14. Centreboard	39	PART FOUR	
Control Lines and Fittings.....	15. Rudder.....	39	28. Laser Radial	41
4. Sail Registration Numbers.....	16. Tiller.....	40	29. Laser 4.7	42
5. Mast.....	17. Hiking Strap.....	40		
6. Clothing and Equipment.....	18. Boom.....	40	PART FIVE	
7. Sailing Requirements	19. Mast.....	40	30. Amendments	42

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 23rd April 2013. Cancels all previous rules and interpretations.

HISTORY:

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: Modified to conform to current ISAF agreements.

1 January 2012: Mainsheet - rule 3 (c) i and ii rewritten without changing content. Additional sentence added to make it clear that when the mainsheet is tied or knotted after the mainsheet block the knot or tie shall prevent the end of the mainsheet being pulled through the mainsheet block. Centreboard - rule 14 (f) routing of the centreboard shock cord clarified to allow it to pass through an attachment to the "Builder supplied" deck block fitting or the cunningham fairlead. Compass, Electronic Equipment and Timing Devices - rule 22 extended to make clear that all types of electronic equipment including mobile phones, radios and cameras are prohibited unless modified in the sailing instructions. Clothing Weight for Radial and 4.7 - rule 28 and 29. Rule 6a weight limit is increased from 8kg to 9kg for the Laser Radial and from 7kg to 8kg for the Laser 4.7. This is to allow sufficient clothing to keep warm while wearing hiking pants.

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 cunningham, outhaul and vang **Control Line Systems** may include more than one **Control Line** as allowed in Rules 3(d), 3(e) and 3(f). Each **Control Line** shall be a single piece of uniform thickness and material. A line is a **Control Line** if any of the line moves along its axis during adjustment of the **Control Line System**. A line that exclusively attaches items together is a **Tie Line**.

ii For the purpose of these definitions, the **Standard Fittings** are the:-

- Plastic cunningham fairlead
- Plastic cunningham clam cleat
- Mainsheet block
- Plastic outhaul clam cleat
- Plastic outhaul fairlead
- Vang cleat block
- Vang key block
- Vang key
- Plastic traveller fairleads
- Plastic traveller clam cleat

iii An **"Optional"** fitting is a fitting or block that replaces, or is additional to, a **Standard Fitting** as

allowed by these Rules.

- iv A **“Builder Supplied”** fitting replaces a **Standard Fitting**, and is supplied only by the Builder, as allowed by these Rules.
- v A **“Turning Point”** is a sheave (pulley) in a block, a rope loop, a rope loop reinforced with a thimble, the outhaul fairlead, a shackle, part of a fitting, sail cringle, mast or boom around which a moving **Control Line** passes, **except** that the cunningham fairlead, the **“Optional”** blocks attached to the **“Builder Supplied”** deck block fitting, the cunningham clam cleat, and the **“Optional”** cam cleats attached to the **“Builder Supplied”** deck cleat base **will not be counted** as **“Turning Points”** in Rules 3(e) 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.

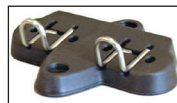
“Optional” blocks shall not be attached to the cunningham fairlead.

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 cam 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:



The fitting shall be attached directly to the mast tang.

- b) 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.

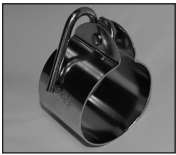
The sail tack cringle shall be at least one of the **maximum of 5 "Turning Points" permitted by Rule 3(e)**.
 - iii. Additional purchases may be obtained using rope loops, "Optional" blocks and using any of the boom, sail tack cringle, gooseneck fitting, mast tang, shackle attaching vang cleat block or swivel, the swivel, or the cunningham attachment point on a "Builder Supplied" vang cleating fitting.
 - iv. Deck Block Fitting and Deck Cleat Base

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

4. SAIL REGISTRATION NUMBERS

(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.

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

For the purposes of RRS 80 and ISAF Regulation 20 there are no class prescriptions restricting advertising. 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.
- (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 capsiz. 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.

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.

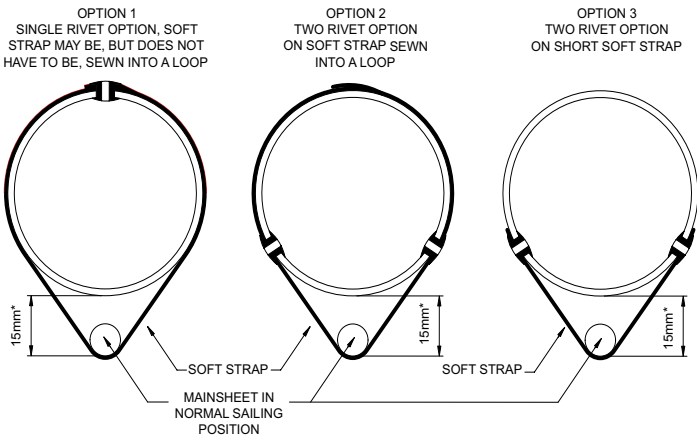
19. MAST

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

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

- (b) The mast or mast cavity may be lubricated.
- (c) Tape or other bushing material may be applied to both the plastic end cap, the collar of the upper mast and the upper mast to ensure a snug fit. The tape or bushing material may only be used on that portion of the plastic parts that actually slide into

Diagram for Rule 18(b)



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

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 shall include the replacement of fastenings with alternatives and the reversing of spars provided that the fittings are

replaced in accordance with the Measurement Diagrams (tolerances shall not be used to alter the position of fittings) and that any holes in the top section of the mast are 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

- Fastenings** (Rule 26(c)) shall include screws, bolts, nuts, washers and rivets.
- Rudder blade head thickness:** Interpretation to Rule 15 Rudder and Rule 26(a) Repairs: Padding of uniform thickness may be used to fill the gap between the rudder blade and the rudder head provided that the padding covers completely the part of the rudder blade that comes into contact with the rudder head and that the thickness of the rudder blade plus the padding does not exceed 20.3mm.
- Traveller control lines & fittings** (Rule 3(b)ii): The most forward part of the triangle that forms the traveller is regarded as load-bearing and may have a splice at that point (see Fig 1).
- Solid block:** Interpretation to Rule 3(a)v regarding turning point: A block with a solid sheave is allowed.
- Material applied to the centerboard case** (Rule 14(d)) : Vertical cuts are allowed in the 30mm x 30mm material to allow it to conform to the shape of the centerboard case.

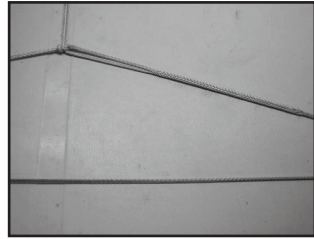
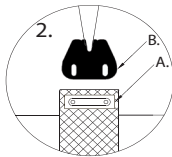
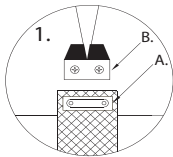


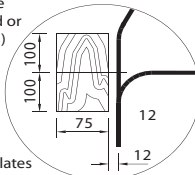
Fig 1

Measurement Diagrams

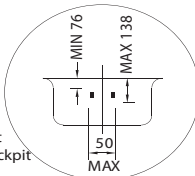
All dimensions shown in millimetres
Measurements are shown only as a guide to replacement in the event of failure



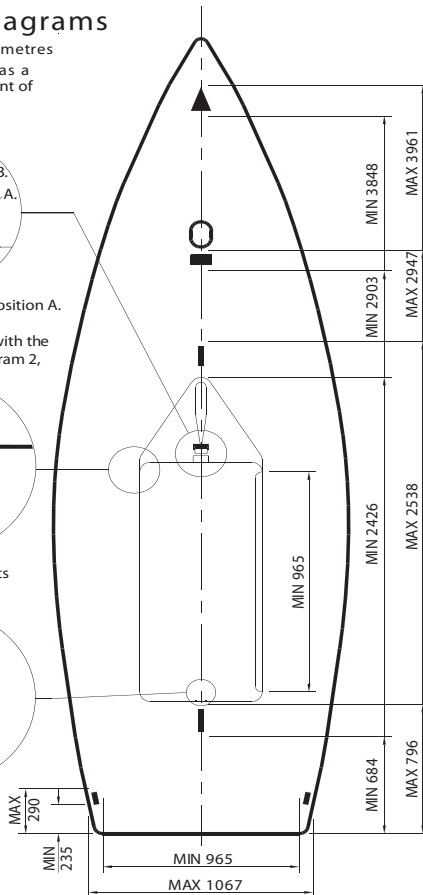
Mainsheet block shall be attached to eyestay in position A.
Centreboard Brake shall be attached in position B.
Centreboard Brake in diagram 1 may be replaced with the builder supplied Centreboard Brake shown in diagram 2, available mid/late 2009 (see December 2008 LaserWorld or www.laserinternational.org)



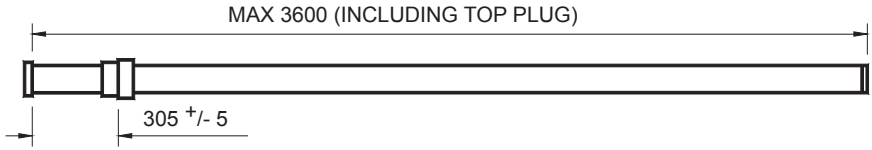
Wooden backing plates are under the deck for the fitting of cam or clam cleats



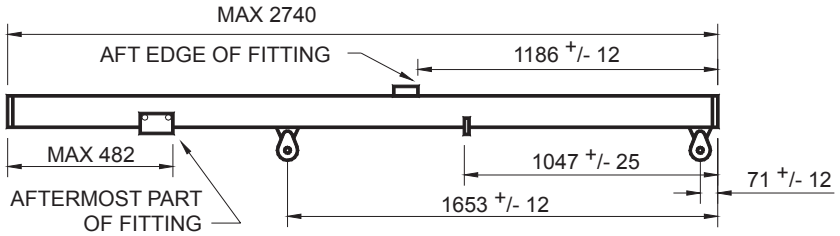
Eyes at aft end of cockpit



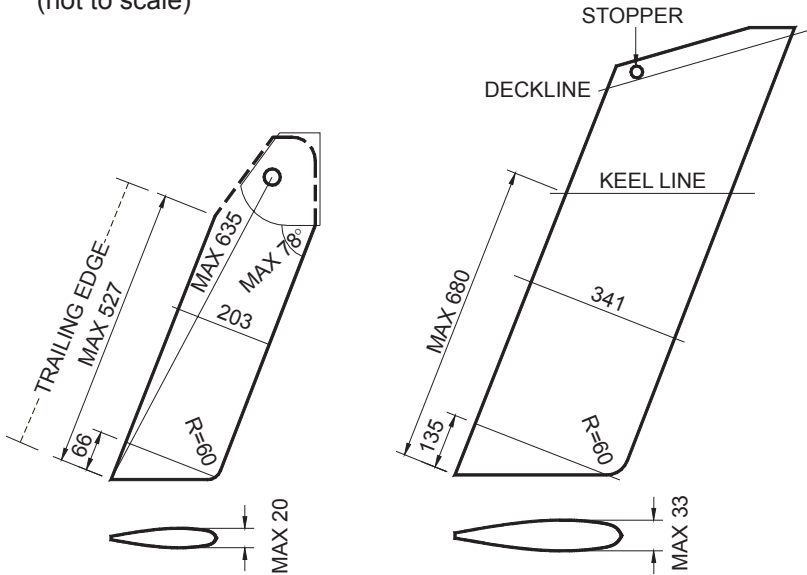
LASER, LASER RADIAL & LASER 4.7 MAST TOP SECTION

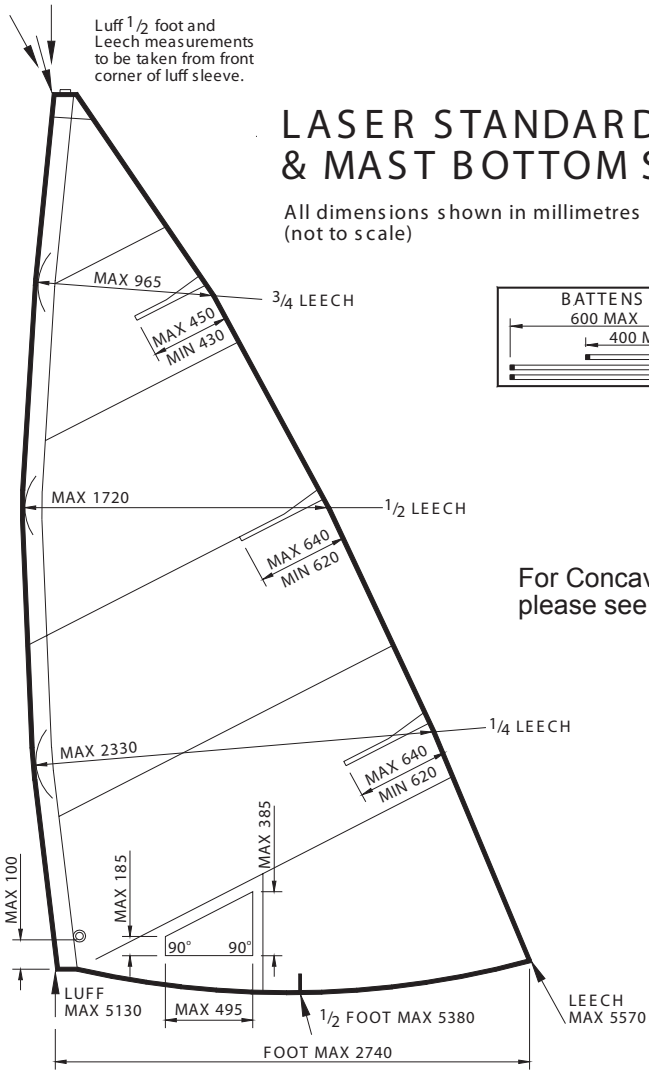


LASER, LASER RADIAL & LASER 4.7 BOOM



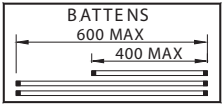
All dimensions shown
in millimetres
(not to scale)



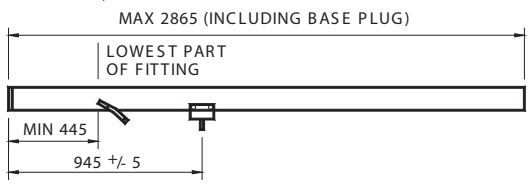


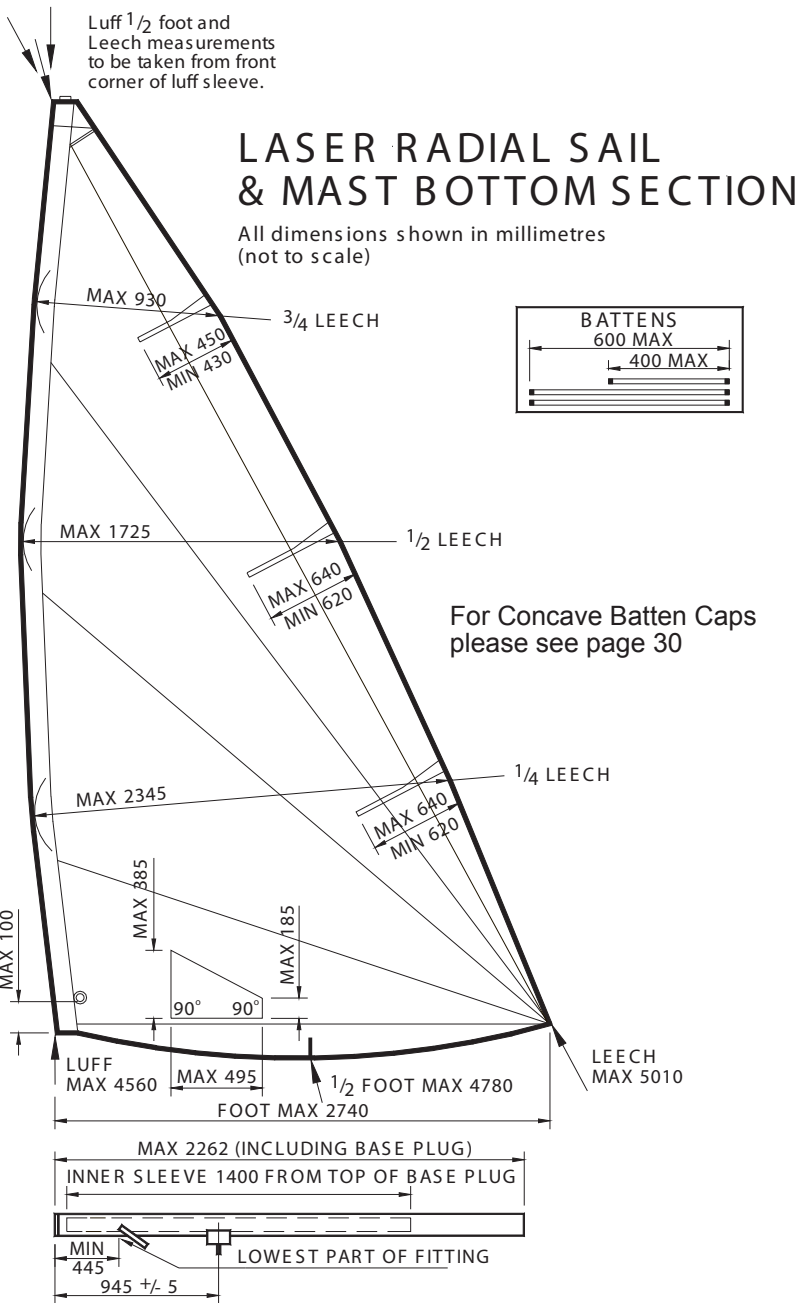
LASER STANDARD SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)



For Concave Batten Caps please see page 30

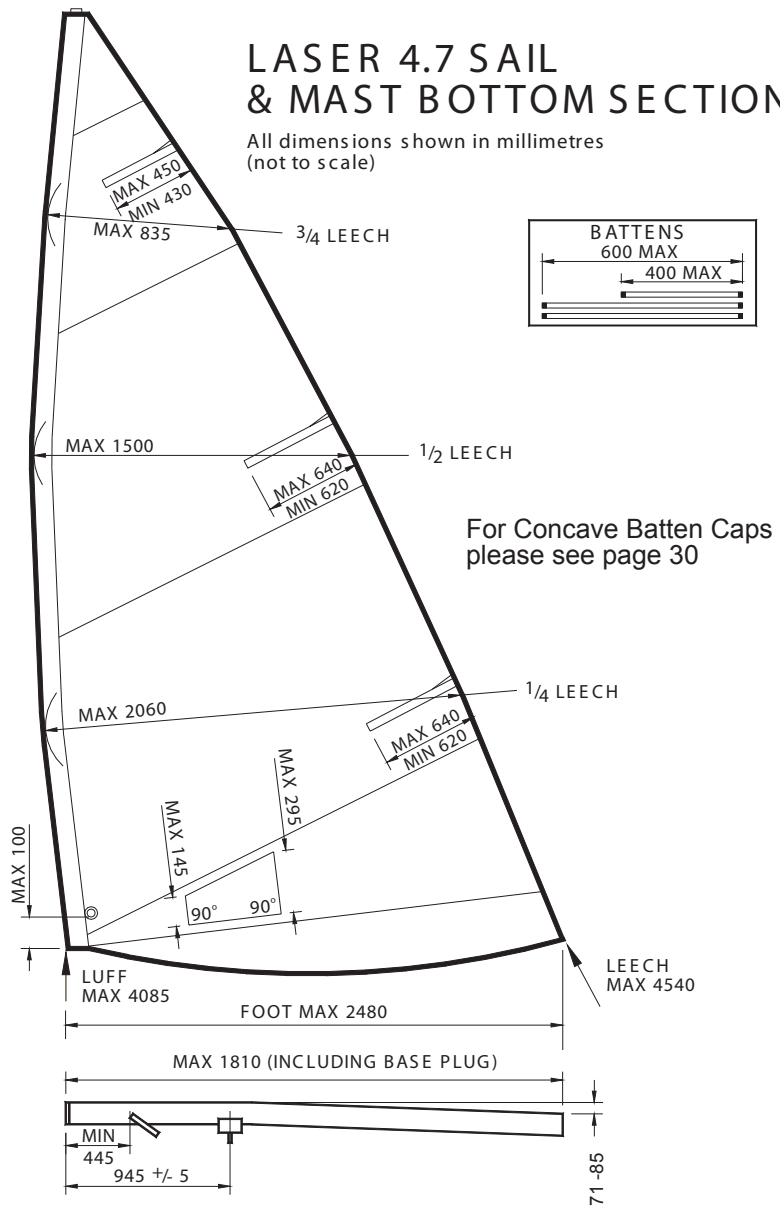




Luff and Leech measurements to be taken from front corner of luff sleeve.

LASER 4.7 SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)



ILCA By-Law 2: District General By-Law

1. NAME

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

2. OBJECTS

The objects of the District Association are

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

3. FLEET CHARTERS

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

4. ASSOCIATION OFFICERS

The District Association shall be comprised of a

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

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

8. FEES

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

9. DISTRICT CHAMPIONSHIPS

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

10. BY-LAWS

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

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

11. COMING INTO FORCE

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

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

ILCA By-Law 3: Measurement

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

2. (a) Hull

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

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

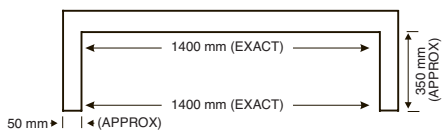
any point along the keel line (rocker): 2 mm
any other area of the hull: 3 mm

(b) Equipment

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

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

Schedule A to By-Law 3



1. Measurement Template

2. Measurement of Hull

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

Lay a straight edge across the transom as shown in the

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

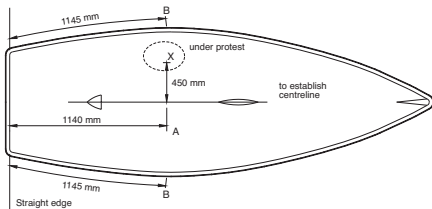
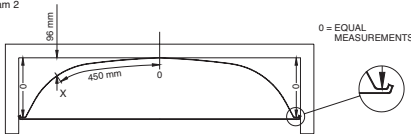


Diagram 2



Difference = 1.2

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

Measurement of Rocker

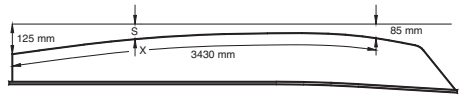
Turn boat upside down. Measure out a distance of 3430 mm along the keel line of the boat.

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 4 categories: Great Grand Masters (aged 65 and over), Grand Masters (55-64 years), Masters (45-54 years) and Apprentices (35-44 years) in which case honour awards and cubes may be awarded for each category. The minimum number of entries at a Championship in the Great Grand Masters category shall be 5; if the entries are less than the minimum the Great Grand Masters shall be scored with the Grand Masters. 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.

- 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

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

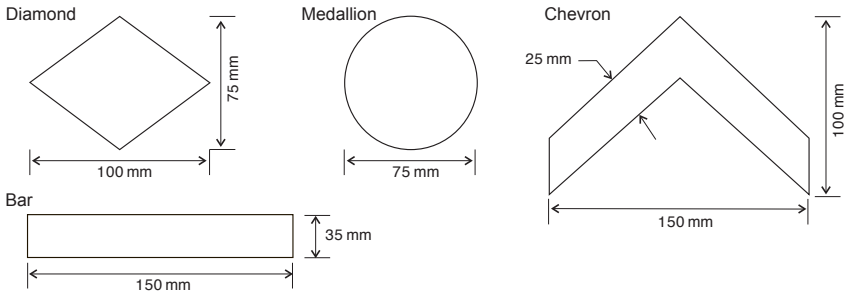
- Cube inscribed with 3 Bars
- Series 2nd & 3rd place finishers
- Cube inscribed with 2 Bars
- Series 4th & 5th place finishers
- Cube inscribed with 1 Bar

Multi District Events ("Medallion Events")

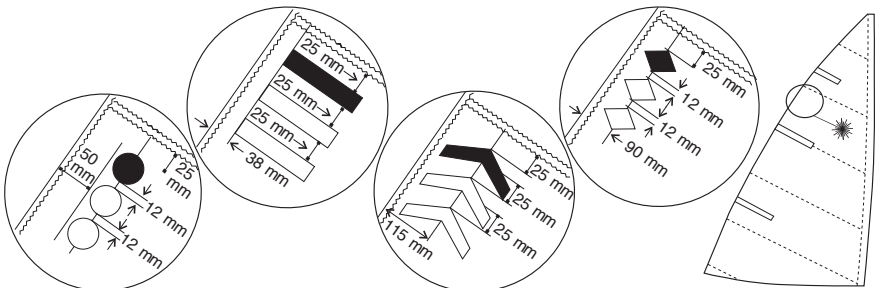
Winner

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 Zbogor SLO
3rd Diego Romero ITA	4th Gustavo Lima POR
5th Andrew Murdoch NZL	
Laser Radial	
Countries 28	
1st Anna Tunnicliffe USA	2nd Gintare Volungeviciute LTU
3rd Lijia Xu CHN	4th Sarah Blancy AUS
5th Sarah Staeyer FRA	
2004 Athens, GRE	
Laser Standard	
Countries 42	
1st Robert Scheidt BRA	

2nd Andreas Geritzer AUT	3rd Vasilij Zbogor SLO
4th Paul Goodison GBR	5th Gustavo Lima POR

2000 Sydney, AUS

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

1996 Savannah, USA

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

WORLD CHAMPIONSHIPS

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 Railey USA
4th Dongshuang Zhang CHN	5th Sarah Gunni DEN

2013 Dun Laoghaire, IRL

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

2013 Balatonfured, HUN

U21: Laser Standard	
Entries 138	Countries 34
1st Mitchell Kennedy AUS	2nd Hermann Tomsgaard NOR
3rd Francesco Marrai ITA	4th Lorenzo Chiavardini GBR
5th Giovanni Cocoluto ITA	

U21: Laser Radial Women

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

U18 Men: Laser 4.7

Entries 239	Countries 46
1st Anil Cetin TUR	2nd Jonathan Vadrnai HUN
3rd Connor 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 Kwaska POL	3rd Sofia Capparucci ITA
4th Alba Elejabertia ESP	5th Jose Maria Marichal ESP

2012 Boltenhagen, GER

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

2012 Boltenhagen, GER

Women: Laser Radial	
Entries 136	Countries 53
1st Gintare Scheidt LTU	2nd Lijia Xu CHN
3rd Sari Multala FIN	4th Alison Young GBR
5th Marit Bouwmeester NED	

2012 Buenos Aires, ARG

U21: Laser Standard	
Entries 29	Countries 19
1st Giovanni Cocoluto ITA	2nd Stig Steinfurth DEN
3rd Aleksander Arjan POL	4th Juan Ignacio Blava ARG
5th Ignasi López Carcaré ESP	

2012 Brisbane, AUS

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

Youth Men: La Ser Radial

Entries 71 Countries 11
 1st Hermann Tomasgaard. NOR
 2nd Andrew McKenzie. NZL
 3rd Mitchell Kiss. USA
 4th Maxim Nikolaev. RUS
 5th Juan Carlos Perdomo. PUR

Youth Women: Laser Radial

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

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

Entries 71 Countries 25
 1st Benjamin Vadni. HUN
 2nd Nahuel Rodríguez PérezEsp. ESP
 3rd Maximilian Kuester. ITA
 4th Jacopo Fanti. ITA
 5th Raúl Sanchez Lago. ESP

U16 Men: Laser 4.7

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

U18 Women: Laser 4.7

Entries 46 Countries 17
 1st Celine Therese Herud. NOR
 2nd Yolanda Luque Gonzalez. ESP
 3rd Anja Hamerlitz. CRO
 4th Júlia Silva. BRA
 5th Martina Reino Cacho. ESP

U16 Women: Laser 4.7

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

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

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

Women: Laser Radial

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

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

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

Men: Laser Radial

Entries 135 Countries 35
 1st Marcin Rudawski. POL
 2nd James Burman. AUS
 3rd Yurii 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 Elliot 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. GBR
 3rd Sandy Fauthoux. FRA
 4th Paulina Czubachowska. POL
 5th Manami Doi. JPN

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

Entries 112 Countries 28
 1st Francisco Gonzalez S. ESP
 2nd Carlos Rosello. ESP

3rd William de Smet. BEL
 4th Keju Okada. JPN
 5th Mehmet Turkmen. TUR

U16 Men: Laser 4.7

Entries 39 Countries 22
 1st Nils Theunick. 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. SLO
 2nd Kim Plettkos. SLO
 3rd Line Flem Høst. NOR
 4th Celine Therese Herud. NOR
 5th Maud Jayet. SUI

U16 Women: Laser 4.7

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

2010 Hayling Island, GBR**Open: Laser Standard**

Entries 160 Countries 53
 1st Tom Slingsby. AUS
 2nd Nick Thompson. GBR
 3rd Andrew Murdoch. NZL
 4th Julio Alsogaray. ARG
 5th Pavlos Contides. CYP

U21: Laser Standard

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

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

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

Men: Laser Radial

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

Youth Men: Laser Radial

Entries 228 Countries 41
 1st Giovanni Coccoluto. ITA
 2nd Tadeusz Kubiak. POL
 3rd Luca Antognoli. ITA
 4th Stefano Mazzaferro. 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 Arjonilla Julia Vallo. ESP

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

Entries 45 Countries 22
 1st Etienne Le Pen. FRA
 2nd Supakorn Pongwichan. THA
 3rd Jobert Van Dijk. GBR
 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 Amlenh. NZL
 2nd Mark Spearman. AUS
 3rd Filipos Florentin. GRE
 4th Panagiotis Stathis. GBR
 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 Mutalala. FIN
 2nd Sophie de Turckheim. FRA
 3rd Anna Tunnicliffe. 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 Romsy Muhamad MAS

Youth Men: Laser Radial

Entries 100 Countries 25
 1st Keerati Bualong. THA
 2nd Aleksander Anjan. POL
 3rd Filip Kobietcki. POL
 4th Toma Viscic. CRO
 5th Chris Barnard. USA

Youth Women: Laser Radial

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

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

Entries 109 Countries 24
 1st Jonathan Martinetti. ECU
 2nd Hermann Tomasgaard. NOR
 3rd Jura Divjakijani. CRO
 4th Guillermo Arce. PER
 5th Tono Alcazar. ESP

Youth Women: Laser 4.7

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

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

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

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

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

Youth Men: Laser Radial

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

Youth Women: Laser Radial

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

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

Entries 279 Countries 43
 1st Shahar Jacob. ISR
 2nd Scott Sydney. SIN
 3rd Lovre Perhat. CRO
 4th Toma Viscic. 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 Dennis Karpak. EST
 4th Mate Arapov. CRO
 5th Paul Goodison. GBR

Women: Laser Radial

Entries 107 Countries 48
 1st Tatiana Drozdovskaya. BLR
 2nd Sari Mutalala. FIN
 3rd Petra Niemann. GER
 4th Katarzyna Sztolynska. POL
 5th Anna Tunnicliffe. USA

2007 The Hague, NED**Men: Laser Radial**

Entries 121 Countries 26
 1st Beate Paton. NED
 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 Paul. NED
 4th Juan Trun Blanco. ESP
 5th Barbaros Tuna. TUR

Youth Women: Laser Radial

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

2007 Hermanus, RSA**Youth Men: Laser 4.7**

Entries 95 Countries 27
 1st Filip Matika. CRO
 2nd Beepi Pina. POL
 3rd Alexander Zimmermann. PER
 4th Boris Bignoli. ITA

5th Jakob Bozic. SLO

Youth Women: Laser 4.7

Entries 25 Countries 14
 1st Tajana Ganic. CRO
 2nd Ewa Krakowska. CRO
 3rd Lina Stock. POL
 4th Tiffany Brien. IRL
 5th Matea Senkic. CRO

2006 Jeju Island, KOR**Open: Laser Standard**

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

2006 Los Angeles, USA**Men: Laser Radial**

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

Women: Laser Radial

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

Youth Men: Laser Radial

Entries 140 Countries 21
 1st Kyle Rogachenko. BRA
 2nd Guilherme Barbosa Lima. USA
 3rd Matthew Archibald. CAN
 4th Jaquin 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 Serezhkin RUS
- 3rd Marko Peresa CRO
- 4th Fran Pericic CRO
- 5th Giuseppe Linares ITA

Youth Women: Laser 4.7

- Entries 88 Countries 19
- 1st Victoria Chan SIN
- 2nd Agnieszka Skrzypulec POL
- 3rd Julie Chehab FRA
- 4th Susana Romero ESP
- 5th Tuula Tenkanen FIN

2005 Forteza, BRA

Open: Laser Standard

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

Men: Laser Radial

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

Women: Laser Radial

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

Youth Men: Laser Radial

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

Youth Women: Laser Radial

- Entries 26 Countries 13
- 1st Veronika Hald AUT
- 2nd Bruna Corderio BRA
- 3rd Viviane de Oliveira BRA
- 4th Luiza de Sabaio BRA
- 5th Cecilia de Andrade BRA

2005 Barrington, USA

Open: Laser Standard

- Entries 92 Countries 16
- Youth Men: Laser 4.7**
- 1st Joaquin Blanco ESP
- 2nd Adam Sims GBR
- 3rd Dany Stanic SLO
- 4th Guney Kapitan TUR
- 5th Marco Teisdor PUR

Youth Women: Laser 4.7

- 1st Stephanie Roble USA
- 2nd Annie Haeger USA
- 3rd Cecilia Aragao BRA
- 4th Matilde Fabri ITA
- 5th Nilis Orgen TUR

2004 Bitez, TUR

Open: Laser Standard

- Entries 145 Countries 60
- 1st Robert Scheidt BRA
- 2nd Mark Mendelblatt AUS
- 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 Loicic CRO
- 3rd Tom Slingsby AUS
- 4th Blair McLay AUS
- 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 Jutjens NED

Youth: Laser Radial

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

2004 Riva del Garda, ITA

Entries 276 Countries 23

Youth Men: Laser 4.7

- 1st Justin 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 Iasio ITA
- 2nd Tina Mihelic CRO
- 3rd Cansin Karga TUR
- 4th Vanessa le Bouteiller FRA
- 5th Chere Chapple GBR

2003 Cadiz, ESP

Open: Laser Standard

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

2003 Riva del Garda, ITA

Men: Laser Radial

- Entries 231 Countries 31
- 1st Aron Loicic CRO
- 2nd Jake Bartrom NZL
- 3rd Karlo Krpeljevic CRO
- 4th Max Bulley FRA
- 5th Marc Jux CHI

Women: Laser Radial

- Entries 50 Countries 16
- 1st Katarina Szotynski POL
- 2nd Krystal Weir AUS
- 3rd Jeanette Dagson SWE
- 4th Corinne Meyer SUI
- 5th Gea Jutjens NED

Youth: Laser Radial

Entries 280 Countries 27

- 1st Tonci Stipanovic CRO
- 2nd Tomko Kuzmanic CRO
- 3rd Jonas Steimaszyk POL
- 4th Campbell Davidson GBR
- 5th Javier Padron ESP

2003 Cesme, TUR

Entries 98 Countries 18

Youth Men: Laser 4.7

- 1st Onur Derabasi TUR
- 2nd Ates Cinar TUR
- 3rd Mustafa Cakir TUR
- 4th Philip White GBR
- 5th Milosz Landowski POL

Youth Women: Laser 4.7

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

2002 Hyannis, USA

Open: Laser Standard

- Entries 131 Countries 44
- 1st Robert Scheidt BRA
- 2nd Karl Suneson SWE
- 3rd Paul Godison GBR
- 4th Diego Negri ITA
- 5th Brendan Casey AUS

2002 Ontario, CAN

Men: Laser Radial

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

Women: Laser Radial

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

Youth: Laser Radial

Entries 174 Countries 20

- 1st Tomko 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 Mihelic CRO
- 3rd Colin Robard NED
- 4th Stefano Meciani ITA
- 5th Dennis Karpak EST

Youth Women: Laser 4.7

- 1st Ugcze Subasi TUR
- 2nd Celine Olivon 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 Peter Goodwin NZL
- 4th Paul Goodwin GBR
- 5th Gareth Blankenberg RSA

2001 Vilanova, ESP

Men: Laser Radial

- Entries 230 Countries 35
- 1st Michael Bullot NZL
- 2nd Andre Stoppel BRA
- 3rd Aron Loicic CRO
- 4th Alp Alpogut TUR
- 5th Karlo Krpeljevic CRO

Women: Laser Radial

- Entries 56 Countries 23
- 1st Katarina Szotynski POL
- 2nd Larissa Nevierov ITA
- 3rd Sara Lane Wright BER
- 4th Tatiana Drozdovskaya BLR
- 5th Jayne Singleton GBR

Youth: Laser Radial

Entries 260 Countries 33

- 1st Michael Bullot NZL
- 2nd Iason Georgaris GRE
- 3rd Alexandre Monteau FRA
- 4th Mathieu Murati FRA
- 5th Guray Zimbul TUR

2000 Cancun, MEX

Open: Laser Standard

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

2000 Cesme, TUR

Men: Laser Radial

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

Women: Laser Radial

- Entries 33 Countries 16
- 1st Katarina Szotynski POL
- 2nd Nicola Muller GBR
- 3rd Jayne Singleton GBR
- 4th Jeanette Dagson SWE
- 5th Denis Karacagöglu TUR

Youth: Laser Radial

- Entries 137 Countries 31
- 1st Guray Zimbul 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 Questroy FRA
- 4th Luka Radelic CRO

5th Vangelis Chimonas GRE

Women: Laser Radial

- Entries 42 Countries 20
- 1st Kelly Hand CAN
- 2nd Jeanette Dagson SWE
- 3rd Helene Viazzo FRA
- 4th Clementine Destailleur FRA
- 5th Alison Casey AUS

Youth: Laser Radial

- Entries 304 Countries 35
- 1st Francisco Sanchez F ESP
- 2nd Luka Radelic CRO
- 3rd Jorge Lima POR
- 4th Andrew Vrolijk NED
- 5th Anders Nyholm DEN

1998 Medemblik, NED

Men: Laser Radial

- Entries 209 Countries 25
- 1st Gustavo Lima POR
- 2nd Andonis Bougiouris GRE
- 3rd Alexandros Logothetis GRE
- 4th Raimondos Siugzdimis LTU
- 5th Luca Radelic CRO

Women: Laser Radial

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

Youth: Laser Radial

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

1997 Algarrobo, CHI

Open: Laser Standard

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

1997 Mohamedia, MAR

Men: Laser Radial

- Entries 122 Countries 25
- 1st Raimondos Siugzdimis LTU
- 2nd Romain Knipping FRA
- 3rd Selim Kakkis TUR
- 4th Benoit Raphaelen FRA
- 5th Goncalo Lopes POR

Women: Laser Radial

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

Youth: Laser Radial

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

1996 Cape Town, RSA

Open: Laser Standard

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

Men: Laser Radial

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

Women: Laser Radial

- Entries 29 Countries 11
- 1st Jacqueline Ellis AUS
- 2nd Larissa Nevierov ITA
- 3rd Kathryn McQueen AUS
- 4th Sarah 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	Eivind Mellyby	NOR
4th	Hamish Pepper	NZL
5th	Michael Blackburn	AUS

Men: Laser Radial

Entries 66	Countries 18	
1st	Brendan Casey	AUS
2nd	Tim Shuwalow	AUS
3rd	Gustavo Lima	POR
4th	Sean Kirkjan	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 Huismans	NED

1994 Wakayama, JPN

Open: Laser Standard

Entries 120	Countries 36	
1st	Nikolas Burfoot	NZL
2nd	Pascal Lacoste	NZL
3rd	George 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	CHN
4th	Yanghez Zhu	CHN
5th	Todd Holzappel	AUS

Women: Laser Radial

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

1993 Takapuna, NZL

Open: Laser Standard

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

Men: Laser Radial

Entries 102	Countries 15	
1st	Ben Anstie	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	Carolin Brouwer	NED
2nd	Giselle Camet	USA
3rd	Alexandra Verbeek	NED
4th	María Vlachou	GRE
5th	Jacqueline Ellis	AUS

1991 Porto Carras, GRE

Open: Laser Standard

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

Men: Laser Radial

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

Women: Laser Radial

Entries 33	Countries 10	
1st	María Vlachou	GRE
2nd	Carolin Brouwer	NED
3rd	Ourlana Flabouris	GRE
4th	Roberta Zucchini	ITA
5th	Marina Psichogiu	GRE

1990 Newport, USA

Open: Laser Standard

Entries 103	Countries 26	
1st	Glenn Bourke	AUS
2nd	Steven Bourdow	USA
3rd	Peter Tanscheit	BRA
4th	Mark Brink	USA
5th	Steve Rich	GBR

Men: Laser Radial

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

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

Women: Laser Radial

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

1989 Aarhus, DEN

Open: Laser Standard

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

Men: Laser Radial

Entries 58	Countries 17	
1st	Glenn Bourke	AUS
2nd	Dimriti Theodorakis	GRE
3rd	Jeff Loosemore	AUS
4th	Peter Katcha	USA
5th	Yuguan Xu	CHN

Women: Laser Radial

Entries 33	Countries 15	
1st	Ardis Bollweg	NED
2nd	NZL	
3rd	Ulrika Antonsson	SWE
4th	Grethe Halvorsen	NOR
5th	Maria Dahloff	SWE

1988 Falmouth, GBR

Open: Laser Standard

Entries 88	Countries 24	
1st	Glenn Bourke	AUS
2nd	Benny Anderson	DEN
3rd	Peter Robox	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 Hassanmaki	FIN

Youth: Laser Standard

Entries 62	Countries 20	
1st	Ville Aalto Setälä	FIN
2nd	Joakim Berg	SWE
3rd	Benjamin Hardenwijk	NED
4th	Jon Lasenby	GBR
5th	Nikos Nikitsofidis	GRE

1987 Melbourne, AUS

Open: Laser Standard

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

1985 Halmsat, SWE

Open: Laser Standard

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

Women: Laser Standard

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

1983 Gulfport, USA

Open: Laser Standard

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

Women: Laser Standard

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

1982 Sardinia, ITA

Open: Laser Standard

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

Women: Laser Standard

Entries 23		
1st	Marion Steenhuis	NED
2nd	Vittoria Masotto	ITA
3rd	Francesca Pavesi	ITA
4th	Susanne Schmidt	USA
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 Curjel	NZL
4th	Sjaak Haakman	NED
5th	Duncan Lewis	CAN

Women: Laser Standard

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

1979 Perth, AUS

Open: Laser Standard

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

1977 Cabo Frio, BRA

Open: Laser Standard

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

1976 Kiel, GER

Open: Laser Standard

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

1974 Bermuda

Open: Laser Standard

Entries 109	Countries 24	
1st	Peter Commette	USA
2nd	Norm Freeman	USA
3rd	Chris Boome	USA
4th	Hugo Schmidt	USA
5th	Carl Buchan	USA

MASTERS WORLD CHAMPIONSHIPS

2013 Al Mussanah, OMN

Laser Standard Countries 31

Apprentices

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

Masters

1st	Al Clark	CAN
2nd	Arnoud Hummel	NED
3rd	Chris Dawson	USA
4th	Benoit Meemeaecker	FRA
5th	Torbjorn Jonsson	SWE

Grand Masters

1st	Greg Adams	AUS
2nd	Terry Scutcher	GBR
3rd	Wolfgang Gerz	GER
4th	Tim Law	GBR
5th	Robert Britton	CAN

Great Grand Masters

1st	Mark Bethwaite	AUS
2nd	Robert Blakey	AUS
3rd	John Roberson	AUS
4th	Sandy Grigg	NZL
5th	Stephen Wawn	AUS

Laser Radial

Apprentices

1st	Jon Emmett	GBR
2nd	Fabio Syama Ramos	BRA
3rd	Edmund Tam	NZL
4th	Ian Gregory	GBR
5th	Niall Peelo	GBR

Women Apprentices

1st	Kimberly Weiranz	USA
2nd	Alexandra Welnrauch	GER
1st	Ian Jones	GBR
2nd	Joao Ramos	BRA
3rd	Martin Van Olffen	NED
4th	Matthias Bruehl	GER
5th	Robert Cage	GBR

Women Masters

1st	Agnetta Jonsson	SWE
2nd	Diane Sissingh	AUS
3rd	Martien Zeegers-Nouwen	NED
4th	Lindsay Whittion	AUS

Grand Masters

1st	Vanessa Dudley	AUS
2nd	Bruce Martinson	USA
3rd	Michael Pridham	GBR
4th	Doug Peckover	USA
5th	Bo Johannisson	SWE

Women Grand Masters

1st	Peter Seidenberg	USA
2nd	Keith Wilkins	GBR
3rd	Henk Wilttenberg	NED
4th	Michael Kinnear	GBR
5th	Robert Cage	USA

Women Great Grand Masters

1st	Hilary Thomas	GBR
2nd	Elaine Capps	AUS

2012 Brisbane, AUS

Entries 232 Countries 19

Laser Standard

Apprentices

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

Masters

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

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

Laser Radial

1st	Myra Robertson	AUS
2nd	Scott Leith	NZL
3rd	Richard Bott	AUS
4th	Danny Fuller	AUS
5th	Matthias Bruehl	GER
6th	Edmund Tam	NZL

Women Great Grand Masters

1st Hilary Thomas GBR

Laser 4.7

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

2011 San Francisco, USA

Entries 236 Countries 27

Laser Standard**Apprentices**

1st Benjamin Richardson USA
 2nd Orlando Gledhill GBR
 3rd Kevin Taucher USA
 4th Gaspare Silvestri ITA
 5th David Armitage USA

Masters

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

Grand Masters

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

Laser Radial**Apprentices**

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

Women Apprentices

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

Masters

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

Women Masters

1st Diane Sissingh AUS
 2nd Isabelle Barbeau TAH

Grand Masters

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

Women Grand Masters

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

Great Grand Masters

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

2010 Hayling Island, GBR

Entries 354 Countries 31

Laser Standard**Apprentices**

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

Masters

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

Grand Masters

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

Laser Radial**Apprentices**

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

Women Apprentices

1st Caroline Mueslet CAN
 2nd Rosie Tribe GBR

3rd Brenda Hoult GBR

Masters

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

Women Masters

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

Grand Masters

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

Women Grand Masters

1st Lyndall Patterson AUS
 2nd Janet Kemp AUS

Great Grand Masters

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

Women Great Grand Masters

1st Hilary Thomas GBR
 2nd Deirdre Webster CAN

2009 Halifax, CAN

Entries 295 Countries 26

Laser Standard**Apprentices**

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

Masters

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

Grand Masters

1st Wolfgang Gerz GER
 2nd Mark Bethwaite AUS
 3rd Alan Keen RSA
 4th Jack Schlaichter AUS
 5th Matthias Bruehl GER

Laser Radial**Apprentices**

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

Women Apprentices

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

Masters

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

Women Masters

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

Grand Masters

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

Women Grand Masters

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

Great Grand Masters

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

Women Great Grand Masters

1st Deirdre Webster CAN

2008 Terrigal, AUS

Entries 370 Countries 22

Laser Standard**Apprentices**

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

Masters

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

Grand Masters

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

Laser Radial**Apprentices**

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

Women Apprentices

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

Masters

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

Women Masters

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

Grand Masters

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

Women Grand Masters

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

Great Grand Masters

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

2007 Roses, ESP

Entries 419 Countries 33

Laser Standard**Apprentices**

1st Brett Beyer AUS
 2nd Orlando Gledhill GBR
 3rd Stephen Cockerill GBR
 4th Xav Leclair FRA
 5th Erasun Echavarrri 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 Schlaichter 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 Agneta Jonsson SWE
 2nd Yvonne Malmsten SWE
 3rd Christelle Marsault FRA

Masters

1st Greg Adams AUS
 2nd Robert Cage GBR
 3rd Martin Balfschefsky FIN
 4th John Reay GBR
 5th Richard Major GBR

Women Masters

1st Lyndall Patterson AUS
 2nd Janet Kemp AUS
 3rd Claudine Taïtbouet 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 Marriage 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 NZL
 5th Kevin Currier IRL

Masters

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

Grand Masters

1st Deirdre Webster USA
 2nd Robert Lowndes AUS
 3rd Derek Breitensstein 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 Balfschefsky FIN
 4th Lyndall 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 Giles Grigg NZL
 4th Tom Speed NZL
 5th Greg Marshall AUS

Women

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

2005 Fortaleza, BRA

Entries 183 Countries 25

Laser Standard**Apprentices**

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

Masters

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

Grand Masters

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

Laser Radial**Apprentices**

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

Women Apprentices

1st Kim Ferguson USA
 2nd Lisa Garaty AUS

Masters

1st Alexander Nikolaev RUS
 2nd Adam French AUS
 3rd Chris Raab USA
 4th Aldo Cejar Guimaraes BRA
 5th Lyndall Patterson AUS

Women Masters

1st Lyndall Patterson AUS
 2nd Janet Kemp AUS

3rd Kathy Herrmann AUS
Grand Masters
 1st Peter Heywood AUS
 2nd Gary McCrohon USA
 3rd Alden Shattuck AUS
 4th Poopy Marcon FRA
 5th Peter Whipp GBR
Great Grand Masters
 1st Kerry Waraker AUS
 2nd Peter Seidenberg USA
 3rd Denis O'Sullivan IRL
 4th Heini Wellmann SUI
 5th Sandy Grigg NZL

2004 Bitez, TUR
 Entries 153 Countries 30

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

Masters
 1st Colin Dibb AUS
 2nd Jack Schlachter AUS
 3rd 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 Aydin Yurdum TUR
 3rd Martin Baltischevsky FIN
 4th Bulent Baha Akin TUR
 5th Claudio Gallizio ITA

Women Apprentices
 1st Yvonne Malmsten SWE

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

Women Masters
 1st Lyndall Patterson AUS

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

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

2003 Cadiz, ESP
 Entries 236 Countries 27

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

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

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

Laser Radial
Apprentices
 1st Wilmar Groenendijk NED
 2nd Thomas Deimling GER
 3rd Roberta Hartley GBR
 4th Martin Baltischevsky 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 AUS
 3rd Lyndall Patterson AUS

4th Christian Borenius FIN
 5th Peter Whipp GBR

Women Masters
 1st Lyndall Patterson AUS
 2nd Jan Kemp AUS
 3rd Okumura Hiroko JPN

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

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

2002 Hyannis, USA
 Entries 270 Countries 24

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

Masters
 1st Ed Adams USA
 2nd Mark Orams NZL
 3rd Peter Vessella USA
 4th Charles Tripp USA
 5th Tracy Usher USA

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

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

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

Grand Masters
 1st Lindsay Hewitt USA
 2nd Colin Maddren NZL
 3rd Mark Miller NZL
 4th James Johnston USA
 5th Lew Verdon AUS

Great Grand Masters
 1st Dick Tillman CAN
 2nd Henry de Wolf Jr. USA
 3rd Heinz Gebauer CAN
 4th Jim 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 Lytle IRL
 5th Marc Jacobi USA

Masters
 1st Colin Dibb AUS
 2nd Ian Lindeberger USA
 3rd Anders Sorensson SWE
 4th Mark Bethwaite AUS
 5th Malcolm Courts GBR

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

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

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

Laser Radial Women
 1st Roberta Hartley GBR
 2nd Lyndall Patterson AUS
 3rd Claire Davison GBR
 4th Yvonne Malmsten SWE
 5th Jan Kemp AUS

2000 Cancun, MEX
 Entries 147 Countries 20

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

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

Grand Masters
 1st Keith Wilkins GBR
 2nd Ken Van Rossem CAN
 3rd Joe Van Rossem CAN
 4th Ian Rawet GBR
 5th Tom Speed NZL

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

Laser Radial Open
 1st Adam French AUS
 2nd Wilmar Groenendijk NED
 3rd Karyn Veos USA
 4th Lew Verdon USA
 5th Henry de Wolf Jr. USA

Laser Radial Women
 1st Sally Sharp USA
 2nd Jennie King GBR
 3rd Karyn Veos USA
 4th Alison Knight IVB

1999 Melbourne, AUS
 Entries 237 Countries 22

Laser Standard
Apprentices
 1st Mark Littlejohn GBR
 2nd Andreas John GER
 3rd Alan Davis GBR
 4th Bill O'Hara IRL
 5th Timothy Taylor GBR

Masters
 1st Keith Wilkins GBR
 2nd Peter Sundheim SWE
 3rd Doug Peckover USA
 4th Jack Schlachter AUS
 5th Timothy Alexander AUS

Grand Masters
 1st Graham Oborn AUS
 2nd Jack Hansen NZL
 3rd Keith Vann NZL
 4th Ben Piefke AUS
 5th Waraker AUS

Laser Radial
Great Grand Masters
 1st Graham Read AUS
 2nd Haruyoshi Kimura JPN
 3rd Geoffrey Myburgh RSA
 4th Kurt Zueger SUI
 5th Peter O'Grady AUS

Laser Radial Women
 1st Mark Orams NZL
 2nd Alexandre Nikolaev RUS
 3rd Frank Innon NZL
 4th Wilmar Groenendijk NED
 5th Adam French AUS

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

1997 Algarrobo, CHI
 Entries 128 Countries 21

Laser Standard
Apprentices
 1st Hernan Cristian CHI
 2nd Alan Davis GBR
 3rd Marcelo Fuschs BRA

4th Terry Scutcher GBR
 5th Bill O'Hara IRL

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

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

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

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

1996 Cape Town, RSA
 Entries 155 Countries 21

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

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

Grand Masters
 2nd Denis O'Sullivan IRL
 3rd Colin Lovelady AUS
 4th Peter Seidenberg USA
 5th Ken Holiday RSA

Laser Radial
Laser Radial Open
 1st Alexandre Nikolaev RUS
 3rd Kevin Bloor AUS
 4th Rui Sancho ANG
 5th Gary McCrohon AUS

1995 Tenerife, ESP
 Entries 113 Countries 20

Apprentices
 1st Nicholas Harrison GBR
 2nd Barry Waller AUS
 3rd Tomas Franzen SWE
 4th Peter Saxton GBR
 5th Norio Akiyama JPN

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

Grand Masters
 1st Colin Lovelady AUS
 2nd Peter Seidenberg USA
 3rd Jack Hansen NZL
 4th Joe Van Rossem CAN
 5th Michael Heath AUS

1994 Wakayama, JPN
 Entries 131 Countries 15

Apprentices
 1st Nono Akiyama JPN
 2nd Nicholas Harrison GBR
 3rd Norio Akiyama JPN
 4th Koichiro Naito JPN
 5th Doug Peckover USA

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

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

1993 Takapuna, NZL
 Entries 186 Countries 22

Apprentices

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

Masters

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

Grand Masters

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

Great Grand Masters

1st	Doug Bates	NZL
2nd	Robert Saltmarsh	USA

Women

1st	Jill Robertson	CAN
2nd	Sally Sharp	USA

1991 Porto Carras, GRE

Entries 107 Countries 23

Laser Standard

Apprentices

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

Masters

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

Grand Masters

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

1990 New Bedford, USA

Entries 112 Countries 19

Apprentices

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

Masters

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

Grand Masters

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

1989 Aarhus, DEN

Entries 114 Countries 25

Apprentices

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

Masters

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

Grand Masters

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

1988 Falmouth, GBR

Entries 150 Countries 24

Apprentices

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

Masters

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

Grand Masters

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

1987 Melbourne, AUS

Entries 106 Countries 22

Apprentices

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

Masters

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

Grand Masters

1st	Alan Clark	AUS
2nd	Alex McClure	AUS
3rd	Graham Gilbert	AUS
4th	Doug Bates	NZL
5th	Bob White	AUS

1985 World Masters Games

Toronto, CAN

Entries 101

Apprentices

1st	David Olsen	USA
2nd	Phil Lashaway	USA
3rd	Richard Gronblom	FIN

Masters

1st	Peter Seidenberg	CAN
2nd	Colin Lovelady	AUS
3rd	Peter Lundt	USA

Grand Masters

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

1984 Pattaya, THA

Entries 62 Countries 22

Apprentices

1st	Richard Verco	AUS
2nd	Paul Millsom	AUS
3rd	Kim Weber	FIN
4th	Roger Williams	UAE
5th	Ilkka Schroderus	FIN

Masters

1st	John Rigg	AUS
2nd	Peter Seidenberg	CAN
3rd	Colin Lovelady	AUS
4th	Michael Heath	AUS
5th	Denis O'Sullivan	IRL

Grand Masters

1st	Alex McClure	AUS
2nd	Doug Bates	NZL
3rd	Alan Clark	AUS
4th	Robert Saltmarsh	USA
5th	Alf Johnson	USA

1983 Gulfport, USA

Entries 70

Apprentices

1st	Tucker Bragdon	USA
2nd	Philip Peglar	AUS
3rd	Peter Branning	USA
4th	Carolle Spooner	CAN
5th	Roger Williams	QAT

Masters

1st	Norman Freeman	USA
2nd	Randall Swan	USA
3rd	Dick Rose	USA
4th	Heinz Gebauer	CAN
5th	Geoff Myburgh	RSA

Grand Masters

1st	Alan Clark	AUS
2nd	Alan Levinson	USA
3rd	Bob Saltmarsh	USA
4th	Peter Milnes	USA
5th	Alf Johnson	RSA

1982 Sardinia, ITA

Entries 82

Apprentices

1st	Paul Millsom	AUS
2nd	Jack Nebrel	FRA
3rd	Michael Wallace	IRL
4th	Michael Heath	AUS
5th	Tony Manning	AUS

Masters

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

Grand Masters

1st	Alan Clark	AUS
2nd	Alex McClure	AUS

3rd	Cecil Walker	GBR
4th	Bob Saltmarsh	USA
5th	William ter Weld	NED

1981 Bender, FRA

Entries 52 Countries 11

Apprentices

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

Masters

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

Grand Masters

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

1980 Bender, FRA

Entries 67 Countries 15

Apprentices

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

Masters

1st	Nick Paine	GBR
2nd	Alf Johnson	RSA
3rd	Peter Fordham	GBR

Grand Masters

1st	Sam Small	USA
2nd	Cecil Walker	GBR
3rd	Vittorio Baldoni	ITA

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

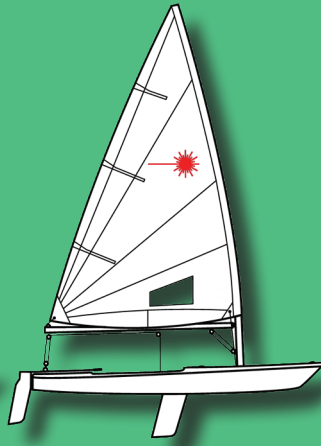
Laser Sail Number.

Dealer where Laser was purchased

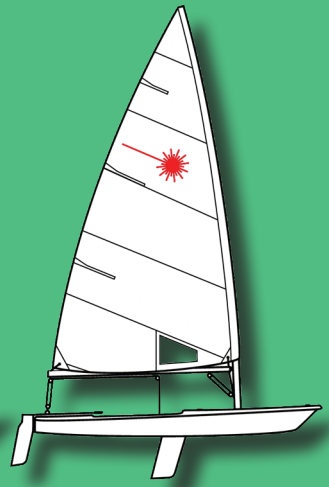




Laser 4.7



Laser Radial



Laser Standard