

Constitution and Class Rules



ILCA HALL OF FAME

The ILCA Hall of Fame includes builders of the class and champion sailors who have made an extraordinary impact. The ILCA World Council established the selection criteria for entry as individuals who, over the course of their sailing careers, made an outstanding impact on the Laser Class and the sport of sailboat racing by virtue of the excellence of their achievements as sailors and/or contributors to competitive sailing through technical expertise, design, writing or vision. Inductees receive a unique Hall of Fame Laser Cube. Nominations to the Hall of Fame are welcomed from any Laser Class member, with a selection vote to be taken annually by the ILCA World Council.



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International Laser Class Association 2021 Handbook

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

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



Eric Faust
ILCA World Executive Secretary



From our President

A boat for Life in a Lifetime Sport

The worldwide COVID-19 pandemic of the past year has impacted everyone and everything - including ILCA with the cancellation of all but the Standard Men's and the Radial Women's and Men's Worlds held last Winter in Australia (and finishing just before the first of the worldwide travel bans). It also forced the postponement of the games of the XXXII Olympiad in Fukuoka, Japan, which we now look forward to this Summer. This will be the seventh games for the Standard, having first raced for gold in the XXVI Olympiad in Atlanta, Georgia (USA) in 1996, and the fourth for the Radial, having first raced for gold in the XXIX Olympiad held in Beijing, China in 2008. The delay will be challenging for the athletes, particularly with few opportunities for regattas during the past year, but the level of competition will remain higher than ever in both classes. The delayed Olympics are really shaping up to be a true battle of talent!



2020 has also been a year of transition for the class as we have continued to work to bring on the new builders required by World Sailing's Olympic Equipment Policy. As this handbook is published there will be six new builders from around the world - three in Europe (Ovington, Devoti, Nautivela), one in China (Zou), one in Thailand (Element Six) and one in South America (Riotecna) in addition to the remaining two legacy builders (PSJ in Japan, PSA in Australia). These builders are now busy ramping up their production and the first new boats are already in the marketplace, including new boats produced in long underserved areas of the world. This is an exciting time for the class and we look forward to a renewed period of growth going forward!

As 2021 begins the World is still locked in the grip of pandemic. Still, there does appear to be hope that 2021 will see a return to normal for most - with luck sometime in the Summer. A return to normal on this timeline should enable ILCA to run its championship schedule and work is proceeding to make that happen. Of course, 2022 is seen to be the first fully normal year and here we expect to be fully "business as normal."

2021 is noteworthy not only as the year we all hope to get back on the race course, but also as the 50th anniversary of the first official events for the Laser back in 1971. While ILCA did not hold its first world championship until 1974 (in Bermuda), 1971 was the year the class started to take off and within only a couple of years was already firmly established around the world. Look for more history of the early years in the coming months!

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

The Laser is the boat for life. It has a special charm that excites the holiday maker sailing off a sunny beach and technically challenges the racing sailor to continually develop their boat and sail trim to get to the front of a racing fleet. The one design rules are a great leveller where the competition is close - respect must be earned and friendships are born that last a lifetime.

Not everyone will make it to the front of a Laser fleet but the racing is fun and lessons learned will always serve them well. Some will go on to try their hands at Olympic level competition in other classes. Many will continue to sail their boats at the club level and eventually move into Masters sailing where they will find new competition and friends on national and international circuits.

All of this is held together by the true strength of the Laser Class - its members, in particular the many who share their love of Laser sailing by volunteering their time to organize and run events and help to keep Laser sailing the best racing to be found anywhere!

We have something very special in sailing.

A handwritten signature in dark ink, reading "Tracy Usher". The signature is fluid and cursive, with the first name "Tracy" and last name "Usher" clearly distinguishable.

Tracy Usher
ILCA President

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

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

Go Sailing, Go Racing

Sailing is great but Laser sailing is a little bit more special. You are completely in control and when you want a challenge you go out in stronger and stronger winds until you are flying across waves and through spray, experiencing the most exhilarating ride of your life. When you are able to do that while comparing your skills against other sailors in competition, the excitement is multiplied. The simple joy of Laser sailing is what launched the boat to success when it was introduced. And it is the fact that you can find active Laser class sailors all over the world to sail with and compete against that keeps the Laser the most popular boat of its type world wide.

If you need a little help learning about the boat there are a number of books and many on-line resources covering all aspects of Laser sailing and racing. But for many of us, the best way to get to know your boat better is to go racing. It also means you can meet like-minded sailors.

Most of us start by racing in a local fleet. Contact the Laser Association in your country for details about how racing is organised and where the nearest group of Laser sailors are (see page 22 or check out the contact list on the ILCA website). Over 90% of Laser racing takes place during a couple of hours in an evening or on a weekend. Most racing takes place from sailing or water sports clubs and you are almost certain to see a full range of experience at the local club where beginners and experts are welcome. Your club may even organise training weekends and bring in visiting coaches and you will certainly benefit from talking to and watching others.



After a while you may wish to enjoy a weekend or week away sailing at a different venue against other Laser sailors. This could be 50 or 500 kilometres away but for sure you will find other places to race. Again, your national Laser class association can help you identify opportunities.

A National Championship is often the highlight of the annual racing calendar. These events usually are open to all comers and all levels of skill. You can experience the excitement of racing in a large fleet of between 30 and 100+ Laser sailors. You probably will not become national champion (at least not at the first attempt) but you will certainly have a great time.

With the exception of most World and European Championships, Laser racing generally has open entry and there are many national and international regattas you can go to with only a limited amount of experience.

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

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

The Laser Class Formula

A choice of rigs for different size sailors - 3 boats in one

- *Are your children reaching the age when they want to go sailing in a Laser by themselves?*
- *Does your husband or wife fancy the occasional sail in your Laser?*
- *When you drive 2 hours to get to the water have you found it is too windy for you to go sailing?*
- *Are you too light to sail a Laser with the Standard rig?*

The **Laser Class Formula** is the answer to all these questions. By changing only the sail and lower mast a Laser Class boat can be sailed comfortably in a great variety of wind conditions and provide exciting but controlled sailing even for sailors weighing as little as 35 kg. The Laser Class Formula is a 3 rig option that has been adopted by a number of sailing schools as a simple and economical way for sailors of different size and ability to sail in a wide range of winds and reduce the amount of 'down time'.

The **4.7 rig** uses a short pre-bent lower mast to maintain a balanced helm and a sail area that is 35% smaller than the Standard. It is ideal for the lighter weight sailor graduating from Optimist.

The **Radial rig** is the next step up in size. It uses a more flexible and slightly shorter lower mast together with a sail area 18% smaller than the Standard. The Radial has a large following with national and international regattas and World Championships for Men, Women & Youth attracting as many countries and competitors as the Standard Rig. In addition to having a strong following among lighter weight sailors, the Radial is also used for youth, women and masters racing. Many countries support a full Radial Youth program.

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

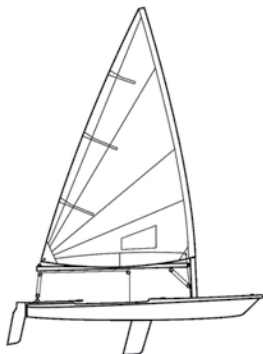
4.7 Rig

SAIL AREA: 4.70m²



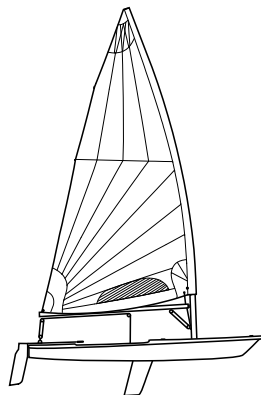
Radial Rig

SAIL AREA: 5.76m²



Standard Rig

SAIL AREA: 7.06m²



Age Policy and Useful Information

WORLD CHAMPIONSHIPS - general

As a result of high demand, the majority of ILCA World Championships are allocated place events. The number of places a country receives for their sailors to participate in a World Championship is based on the number of paid members in that country.

YOUTH AGE CHAMPIONSHIP POLICY

The Laser Class dinghy 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**	2009	2008	2007	2006	2005	2004	2003	2002	2001
4.7	UNDER 16				UNDER 18				
Radial Youth				UNDER 17		UNDER 19			
Radial Women						UNDER 21			
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 2021 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 may be awarded to generate even greater interest.

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

In 2021 ILCA will organise Youth World Championships in the Radial and 4.7, following the above age limits, as well as an "Under 21" World Championship for the Standard Men and an "Under 21" World Championship for the Radial Women.

Competitors in Youth World Championships will normally be in the upper age limits and will be capable of sailing at a high level. They should be experienced in big fleets and able to sail well in all conditions, including waves and high winds. Entering a World Championship without experience and ability in all racing conditions is not recommended, especially if a sailor is not heavy or strong enough to handle the rig.

WOMEN - policy

ILCA's recommended policy is that Women's championships should be held in the 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) RED RHOMBUS.

4.7 - policy

Although the 4.7 rig is used primarily as a youth class, at times it may be appropriate to run "open" 4.7 regattas for lighter weight sailors of all ages. At these events, separate category prizes for youth and women should also be considered, in a format similar to the Radial.

RADIAL - policy

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



MASTERS - policy, age limits and identification

ILCA's recommended policy for Masters events is that the sailor must reach the ages given in Fig. 1 (below), which shall be defined in the Notice of Race. The following colours in Figure 1 are recommended for identification bands on the mast below the gooseneck so that different category masters know who they are sailing with when they sail in mixed fleets. Overall prizes will be awarded in accordance with the ILCA Honour Award By-Law in each category.

Fig. 1

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

HANDICAP NUMBERS

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

Laser Standard 1100

Radial 1147

4.7 1208

The numbers can be used for handicapping different Laser rigs within a mixed fleet. To use the numbers, convert the elapsed time into seconds. Divide the elapsed time by the handicap number and multiply by 1000 to achieve a corrected time.

The handicap numbers work best on races around 100 minutes long. Further information on Portsmouth Numbers can be obtained on the internet at: www.rya.org.uk

Personal Handicaps

The handicap numbers take into account the difference in boat speed as a result of the different size rigs but take no account of an individual's ability. If the finishes are timed, a personal factor can be applied to the handicap number so that each person has a Personal Handicap Number.

The handicap numbers are based on race times. In a theoretical race, where a Laser finished in 60 minutes, a Radial should finish in 62 minutes 34 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.

Personal Handicaps can be fixed for a set number of races or adjusted in any number of ways based on the performance of the last race. For example, if you win a race you are handicapped by 30 seconds in the next race. Second could be handicapped by 15 seconds etc. Similarly, the last placed boat could be given a handicap advantage of 1 minute, second to last 30 seconds etc. A simple time or place penalty system like this can also be used instead of handicap numbers.

It is best to keep race by race changes simple and restrict changes to a maximum of the first two and last two places.



If you decide on a Personal Handicap System don't forget someone has to manage it so KEEP IT SIMPLE.

COACHING AND COACHES

The Laser Class has been one of the most important platforms for developing sailing talent around the world. Many sailors who have had long and successful careers in Laser sailing have become coaches to help develop the next generation of Laser sailors.

On the ILCA website, we maintain contact information for a list of individuals, arranged by country, who have identified themselves as Laser coaches. There is a good chance you can find someone in your part of the world who could provide coaching if you are looking for it.

If you are a coach and would like to be listed on the website, please send your contact details and other related information to the ILCA office: office@laserinternational.org

ADVERTISING/SPONSORSHIP

Advertising, including competitor advertising, is permitted in accordance with World Sailing Regulation 20 – Advertising code; except that the sail window shall be kept free of advertising or other graphic material (Class Rule 10). Information about Regulation 20 is available through the World Sailing Website at: <http://www.sailing.org/documents/regulations/regulations.php>

ANTI-DOPING

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

POLICY FOR TRANSLATING THE HANDBOOK

It is possible to translate the ILCA Handbook into your native language.

If you are interested in translating this handbook, please email your translation to ILCA at office@laserinternational.org. Once the translation has been approved, we will make the translated version available on our website.

If you have any questions or would like to translate this handbook, please contact the ILCA office.

What is the International Laser Class Association (ILCA)?

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

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

FLEETS - normally sailing clubs or small groups of Laser class sailors sailing together on a local basis. Fleet activities are normally co-ordinated by a Fleet Captain who has been elected by the 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 class members at the district's annual general meeting.

REGIONS - these are a number of districts grouped together on a continental basis. Regional activities are co-ordinated by officers elected by the District representatives.

INTERNATIONAL (World Council) – The World Council operates like the board of directors of a company. It is responsible for directing the work of the association and maintaining the objects of the association as they are expressed in the association's constitution. The World Council consists of the President and Vice President, the Chairman of each region, the Executive Secretary appointed by the council, a Treasurer, and 2 builder representatives. Our World Council is truly international, currently consisting of officers from Argentina, Australia, Canada, France, New Zealand, Singapore, Switzerland, UK and USA - all are active sailors and between them have a wealth of experience spread over all levels of sailing.

Contact information for the ILCA office, each Region and all active Laser class Districts can be found on the contacts page of the ILCA website at www.laserinternational.org/contacts. Please do not hesitate to contact any officer if you need help or information about Laser class sailing or the Association.



ILCA Goals

The objects expressed in the constitution of the association are:

- To enhance the enjoyment of Laser Class sailboats and sailing.
- 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 Class 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 Laser Class equipment is controlled by an agreement between the manufacturers, ILCA and World Sailing, and by the class rules. Monitoring this agreement is an important part of ILCA's work.

Strict one design?

When the Laser was first introduced a set of rules were drafted which, at the time, were very different to other existing classes. These other class rules listed a number of prohibitions, which led to developers trying out new ideas if the idea was not specifically prohibited. The result of this is that quite often older boats became outdated with a subsequent loss in value. The Laser class 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 class rules strictly one design by preventing changes and providing a measurement structure that maintains the one design.

Good racing?

The International Office of ILCA is responsible for organising World Championships for the class. Although these events may only involve a relatively small proportion of class members, the organisation of top quality championships has an effect on all sailors around the world. The qualification and training for major championships can only take place at lower level regattas. This results in increased participation at lower levels, which in turn attracts more people to the class. Standards that are set in sailing, racing and organisation at international level filter down throughout our organisation.

Good communication and website?

The amount and quality of communication throughout the Laser Class is very important. ILCA maintains an active website (www.laserinternational.org) to keep members up to date with important announcement and news about Laser sailing around the world and serve as repository for helpful information, class rules and historical records. The ILCA maintains a social media presence to engage with sailors worldwide through facebook, twitter and instagram. The office also sends out to all Districts world wide notices with information to be distributed to sailors. Many Districts send out their own newsletters or maintain a website with information of local interest. Sailors who have questions can easily contact their District representative or the ILCA office through the website. And District officers can of course contact the ILCA office for assistance on matters relating to the class.

Low price?

Mass production keeps the price of Laser Class equipment relatively low. An active class association encourages more people into the class, therefore making mass production viable.

Activity

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

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

The International Office also deals with correspondence and communications from individuals, fleets, sailing clubs, district committee members, national yachting authorities, the World Council, World Sailing and the various manufacturing plants - in fact anything concerning Laser!

***ILCA is working for each individual Laser Class sailor
no matter where they are in the world.***



© Sailing Energy / World Sailing

FINANCES

Being a large class, there is a considerable amount of administration. At District level, membership numbers are often so big that part time secretarial help is needed to assist the volunteer officers! Multiply the number of countries by 120 and add together all the memberships from each country, and it is easy to see why we need a full-time International Office.

Any club or association needs a small fee to cover costs. Your membership fee would normally include an amount for the district and sometimes regional administration, plus a contribution towards the international costs of the association. The international accounts are audited each year, and a summary income and expenditure account, including an accumulated reserve funds carried forward, is made available to members.

The association's finances and administration are independent of the builders, although we work closely together on a number of things. The World Council believes that our continued strength is related to having sound finances, therefore it tries to maintain a small operating surplus each year, which is put in a reserve fund.

ILCA

- A self-administered international organisation
- Provides co-ordination, organisation and communication for the class worldwide
- Liaison with national and international authorities
- Maintains one design rules
- Protects the design and ensures consistency
- Monitors building agreements
- Self-funded
- Positively promotes Laser sailing worldwide
- Publishes annual handbook
- Organises World Championships at international level
- Administers the class worldwide
- Sets the standard that others aspire to achieve

Website: www.laserinternational.org

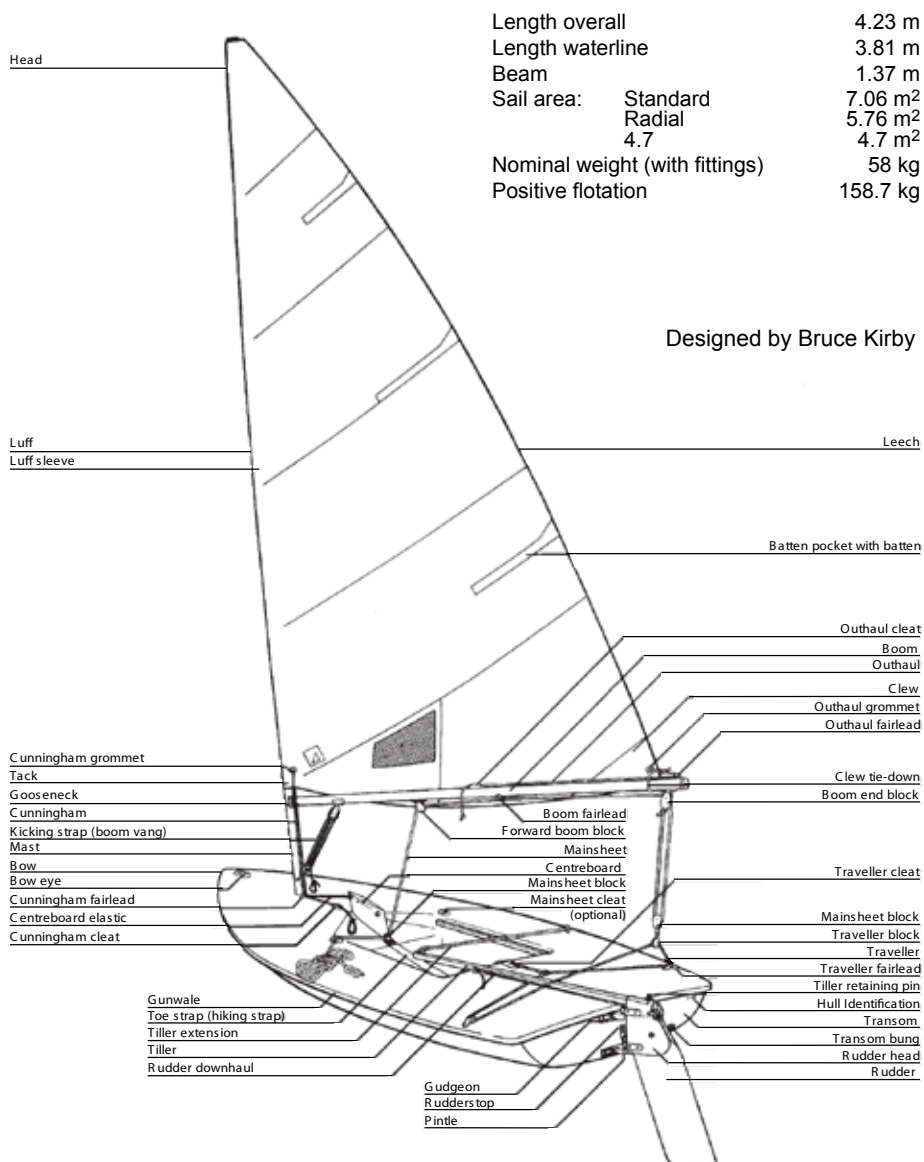
The ILCA website contains a large amount of regularly updated information useful to Laser owners and sailors, including:

- Event information for all Laser Class world championships, including dates, allocations, Notice of Race, Charter Terms & Conditions and links to event venue websites.
- Full results, daily results and reports from all ILCA Class World Championships.
- Archive of results from Laser World & Regional Championships since 1971.
- RSS Newsfeed, to keep you in the loop with breaking news from ILCA.

Facebook.com/intlaserclass, Twitter: ILCA @intlaserclass

- Bid pages - want to host an ILCA championship? You can find all the bid documents for World championships online.
- Past issues of LaserWorld, are available for all to download or view online.
- Tips and How-to guides that can help you become a better sailor.
- Regularly updated list of addresses for Laser contacts in each country.

Parts of the Laser Class dinghy



INTERNATIONAL LASER CLASS ASSOCIATION

Constitution

© International Laser Class Association, Texas, USA

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

NAME

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

INSIGNIA

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

OBJECTS

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

POLICY

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

JURISDICTION

5. The Association has authority over all activities of the Laser Class throughout the world, and its powers shall be vested in and carried out by the World Council, Regional Executive Committees, District Associations and Fleets as provided in this Constitution and any By-Laws passed pursuant to the provisions hereof; all subject to and in accordance with the General Rules and By-Laws of World Sailing.

ORGANISATION

World Council

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

Regions

7.
 - (1) The World Council may, as and when it deems it convenient for the administration of the affairs of the association within a substantial area where several Districts are or may be established, constitute such area as a Region.

- (2) The World Council, upon establishing a Region, shall appoint a Regional Executive Committee comprised of a Regional Chairman, Vice Chairman, and Executive Secretary, to hold office until their successors are elected.
- (3) The Regional Executive Committee shall have those powers, vested in the World Council by this Constitution (other than the power to amend the Rules or this Constitution) as are specifically delegated to the Regional Executive by the Regional By-Law, including the power to appoint additional officers for such term as it may from time to time determine.
- (4) The Regional Executive officers, other than the Executive Secretary, shall be elected annually by vote of the Chairman (or other officer authorised by him if he is unable to attend) of each District at the annual Regional meeting to be held at the head office of the Region or such other place as the Regional Executive Committee shall determine, and shall hold office until their successors are elected, and nothing shall preclude one of the District Chairman as also acting as the Regional Chairman. Each officer shall be a member of the Association.
- (5) The Regional Executive Secretary shall be appointed by the elected members of the Regional Executive Committee, and shall hold office for such term and upon such conditions as the Regional Executive Committee shall decide. He shall be responsible for the management of the business of the Region, subject to and in accordance with the Regional Executive By-Law and the direction of the Regional Executive Committee, including
 - (a) the co-ordination of inter-District activities and events,
 - (b) liaison with the Executive Secretary of the World Council,
 - (c) issuance of Fleet Charters,
 - (d) maintenance of all records of the Region, and
 - (e) maintenance of all membership records and information, unless such duties are delegated to the District Secretary.
- (6) The World Council may subdivide a Region into one or more Regions, may amalgamate two or more Regions or may add Districts to or delete Districts from any Region from time to time as may be required for the effective administration of the Association.
- (7) In the event that a Regional Chairman shall be unable to attend any meeting of the World Council, the Executive Secretary of the Region or such any other member of the Regional Executive Committee nominated for that purpose may attend and represent the Chairman and vote at such meeting of the World Council.
- (8) Nothing shall preclude the Executive Secretary of a Region also serving as Executive Secretary of the World Council.
- (9) The Regional Executive Committee may make By-Laws, subject to the provisions of this Constitution and the Regional Executive By-Laws of the World Council, for any purpose necessary to carry out the functions and responsibilities of such Region, and copies of all such By-Laws as are from time to time passed by any Regional Executive shall be filed with the Executive Secretary of the World Council.

Districts

8. (1) The World Council, on the recommendation of a Regional Executive Committee where applicable, shall by By-Law establish Districts in distinctive areas deemed appropriate and relevant, having regard to all considerations, including geography, language, distance, and population, for the development of the Laser Class and the fulfilment of the objects of the Association.
- (2) The World Council, upon establishing Districts, shall appoint District Associations comprised of a District Chairman, a Vice-Chairman, a Secretary, and a Treasurer, to hold office until their successors are elected.
- (3) The District Association shall consist of the foregoing officers, and may appoint such additional officers to hold office for such term as it may determine. Each officer shall be a member of the Association.
- (4) Each District shall be administered in accordance with and subject to the provisions of a Constitution of the District, approved by the World Council, or if the District has no Constitution, the District Association By-Law of the World Council; and the officers of each District Association shall be elected annually by the members of the Association within the District in accordance with the provisions of the District Constitution, or, in the absence thereof, the District Association By-Law.
- (5) The boundaries of Districts may be varied by the World Council on the application of any District concerned, and one or more Districts may be amalgamated or any District may be subdivided into one or more Districts with the approval of the District Associations concerned.
- (6) A District Association with the approval of the Chief Measurer may appoint a District Measurer for a District to assist the Chief Measurer in the conduct of his responsibilities and the enforcement of the Rules; and nothing precludes a District Measurer from acting as Measurer for more than one District. A District Measurer shall have the authority to rule on all questions and challenges relating to the Rules and Interpretations of the Chief Measurer, but he may not issue Interpretations except with the prior approval of the Chief Measurer.

- (7) A District Association may make By-Laws, subject to the provisions of this Constitution, the Regional Executive By-Laws, and the District Association By-Law or District Association Constitution (as the case may be), for any purpose necessary to carry out its functions and responsibilities in the management of such District.
- (8) If any District is within the jurisdiction of a National Authority, such District Association shall, in addition to any other requirements of this constitution, be subject to such rules, regulations and directions of such National Authority.

Fleets

9. (1) A Fleet may be granted a charter upon application to the Regional Executive Committee (or the World Council where the locality is outside a Region) by 6 or more members of the Association who are individual owners of Lasers within any area or club deemed appropriate, having regard to the locality where regular racing activity is easily accessible to members of that Fleet.
- (2) Notwithstanding paragraph (1), a special Fleet may be chartered in any locality for the purposes of accommodating specific members of the armed forces, an educational institution, a junior programme or any other non-profit organisation.
- (3) A Fleet Captain, and such other officers if any as the Fleet may deem necessary, shall be elected annually from among the members of the Fleet in such manner as is prescribed by the Fleet, unless otherwise provided by the By-Laws, and shall be responsible to the District Association for the organisation of the Fleet and the due compliance by the members of the Fleet with the provisions of the Constitution and By-Laws of the Association. Each officer shall be a member of the Association.

MEMBERSHIP AND DUES

10. (1) Any person may become a member of the Association by making application to the Executive Secretary, or the appropriate Regional Executive Secretary or District Secretary, as the case may be, and payment of the prescribed Association dues, provided that he has not been disqualified from membership for cause by decision of the World Council or under suspension from membership.
- (2) An application for membership implies that the applicant undertakes and agrees to be bound by the Constitution and By-Laws of the Association upon being accepted to membership.
- (3) A member of the Association *ipso facto* belongs to the District in which he normally sails, even though such place may not be his permanent residence; but such member, for valid reason and with the approval of both District Chairmen, may select instead the District in which he has permanent residence.
- (4) A member of the Association may become a member only of the Fleet in his District where he normally sails for the purpose of qualification, where required, for sanctioned events; and any dispute shall be settled by decision of the District Association which decision shall be final.
- (5) The World Council may grant honorary membership in the Association, for such period as it determines, to any person who, through special contribution to the Class or through special relationship to the Association, is considered meritorious.
- (6) The World Council may grant an honorary life membership to any member who has achieved, in the opinion of the World Council, international stature as a result of his yachting achievements.
- (7) An honorary and an honorary life member are entitled to full privileges of membership, but are not required to pay the annual dues of the Association.
- (8) Membership in the Association shall not be open to any company, partnership, group or other association unless specifically authorised in any case or class of cases by the World Council; and the World Council may impose such terms, conditions or qualifications to any such membership as it shall deem appropriate.
11. (1) Association dues shall be in the amount determined by and shall be payable within the time prescribed by By-Law of each Region or District, as determined by the World Council, and shall include all amounts required for World Council, Region and District purposes as determined by each authority.
- (2) The Association may ask for special contribution in addition to dues, provided any such contribution shall be for a specific purpose and shall not be mandatory.
- (3) Dues shall be collected by the Regional Executive Secretary, but the World Council may direct the District Secretary to collect such dues under such terms and conditions as to reporting and accounting as may be required.

SUSPENSION AND REMOVAL FROM OFFICE

12. A member may be suspended by the World Council, on the recommendation of a District Association, for gross violation of the Rules and By-Laws, for committing an unlawful act in relation to the Association or one of its members, or for any unsportsmanlike conduct contrary to the interests of the members of the Association. The duration of the suspension shall be fixed by the World Council and a suspended member shall during such period be precluded from racing or enjoying any other rights of membership.
13. A Regional or District officer may be removed from office by the World Council for a wilful and unjustifiable act of commission or omission detrimental to the Association or to its members.

APPEALS

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

ADVISORY COUNCIL

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

BY-LAWS

16. The World Council may make By-Laws for the purpose of carrying out the objects of this Constitution and of the Association and, without restricting the generality of the foregoing, may make By-Laws
 - (a) amending the Rules of the Laser Class, hereby established as By-Law 1 of the Association, as provided in paragraph 29 thereof;
 - (b) respecting the establishment of Regions, and the powers of the Regional Executive Committees;
 - (c) delegating specific powers of the World Council to Regional Executive Committees;
 - (d) respecting the establishment of Districts and the powers of District Associations;
 - (e) respecting the Constitution and By-Laws of District Associations;
 - (f) respecting registration of members and collection of dues;
 - (g) respecting the measurement of boats and measurement fees;
 - (h) respecting the conduct of championship and other regattas, including the classification of regattas and the eligibility of members for major racing events;
 - (i) respecting the acceptance of deeds of gift of trophies;
 - (j) changing the Headquarters of the Association; and
 - (k) respecting the procedures for meetings of the World Council and Regional Executive Committees, including the conduct of business by mail or other means of communication.

AMENDMENTS

17. Amendments to this Constitution shall be approved by each of:
 - (a) the World Council
 - (b) the Advisory Council
 - (c) at least two thirds of the membership replying in writing to the International Office of the Class in response to a postal ballot published by the International Office. Only those postal votes returned to the International Office within 6 months from the date of publication of the proposed change shall be valid.

TRANSITION PROVISIONS

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

Protecting the One Design Principle

An overview of the tools we have to protect the One Design Principle and how each member of ILCA can influence changes to the Rules and the ILCA Build Manual

The one-design principle is the most important asset of the Laser. Its protection is therefore a prime concern for the class. A number of instruments are in place to assure that protection. The most important ones are the ILCA Build Manual (IBM) and the ILCA Class Rules.

The IBM 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 ILCA 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 Laser Class boats 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 IBM 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.

Several years ago, the ILCA undertook a major revision of the IBM 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 IBM is continuously reviewed as part of an ongoing process to further tighten tolerances and specifications where possible.

During the revision of the IBM 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 IBM:

Evolution in quality and ease of use:

The builders have made and will continue to make a sustained effort to improve the quality, durability and ease of use of the Laser – but without changing its basic performance. Where tolerances exist in the quality assurance procedures for incoming materials and for the manufacturing process, a continued effort will be made to reduce them, but avoiding significant cost increases.

The concept of a “lead builder”:

For each proposed project a “Lead Builder” will be nominated, who will report periodically to the other builders and ILCA. Changes can only be introduced after the appropriate testing and with the approval of all of the parties concerned.



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Availability of options in materials and fittings:

If the IBM or the class rules allow options in the fittings, boat parts and material used, then all options should be made available worldwide at the same time and at comparable prices.

Evolution of the Laser Class dinghy:

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 IBM 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 IBM is governed by the Approved Builder Agreement which defines the procedures for the periodic factory inspections by the class and the measures necessary in case of deviations. This agreement, alongside the Class Rules, holds the whole "ILCA one-design system" together.

The Rules:

The basic principle is that nothing can be changed by a sailor on a Laser Class dinghy, which was built according to the tight specifications of the IBM. Only a few changes, which are positively described in the rules, are allowed. The rules also describe how a boat must be rigged to be class legal. Sometimes a rule may seem ambiguous, with different people disagreeing about the meaning of a rule. In these situations, the Chief Measurer of the Class publishes in the Handbook as well as on the ILCA website interpretations to certain rules. Some of these interpretations may end up becoming a permanent part of the class rules through the rule change process.

Over the years changes have been made to the Laser and the IBM and the rules have evolved. When considering changes, the class and the builders have been very careful that:

- The changes do not affect the basic performance of the boat, but
- Only the ease of use, durability and safety were improved and
- Older parts, fittings and sails remain legal

How can each member of ILCA influence these changes?

Firstly, be aware that only changes which improve the ease of use, durability and safety of the boat, have the chance to be passed.

Rule changes:

If you have a good idea for a rule change, talk first to some other sailors and also to class officials to see whether they share your opinion. If this is the case, then formulate the rule change as precisely as possible and add a justification. Next, send your proposal to the ILCA office. Proposals will be forwarded to the Chief Measurer and the members of the Technical and Measurement Committee who, after considering the proposal, may put the matter before the World Council. Finally, if the World Council and the Advisory Council agree, the rule change must be approved by two thirds of the membership. It may seem like a lengthy process but it helps insure that the one design nature of the class is maintained while still allowing for improvements in ease of use, durability and safety in order to enhance our sailing and racing experience.

Changes in the ILCA Build Manual:

In view of the protection of the one-design principle, there is always much hesitancy to change the IBM. Any change must have clear and important advantages in terms of usability, quality, durability or safety. Any proposal must be duly justified.

The best way to get some attention is to present a detailed proposal to the Technical and Measurement Committee through the ILCA Technical Officer, Clive Humphris, e-mail: technical@laserinternational.org.) Be aware that any change requires the unanimous approval by all the builders, the International Laser Class Association and World Sailing, but is not subject to a member vote. Despite the high hurdles a change must overcome before it can take effect, there are several examples in the last few years of important changes that were initiated by ILCA members. If you have a good idea for improving the Class boat, do not be scared away by this process.

ILCA Member Districts 2021



ALGERIA
AMERICAN SAMOA
ANDORRA
ANGOLA
ANTIGUA
ARGENTINA
ARUBA
AUSTRALIA
AUSTRIA
AZERBAIJAN
BAHAMAS
BAHRAIN
BARBADOS
BELARUS

BELGIUM
BELIZE
BERMUDA
BRAZIL
BRITISH VIRGIN ISLANDS
BULGARIA
CAYMAN ISLANDS
CHILE
CHINA
CHINESE TAIPEI
COLOMBIA
CROATIA
CUBA
CYPRUS

CZECH REPUBLIC
DENMARK
DOMINICAN REPUBLIC
ECUADOR
EGYPT
EL SALVADOR
ESTONIA
FIJI
FINLAND
FRANCE
GERMANY
GIBRALTAR
GREECE
GUAM

GUATEMALA
HONG KONG
HUNGARY
ICELAND
INDIA
INDONESIA
IRAN
IRELAND
ISRAEL
ITALY
JAPAN
KAZAKHSTAN
KENYA
KOREA



KEY

● ILCA ACTIVE DISTRICT

KUWAIT
LATVIA
LITHUANIA
LUXEMBOURG
MACAU
MALAYSIA
MALTA
MAURITIUS
MEXICO
MOLDOVA
MONACO
MONTENEGRO
MOZAMBIQUE
MYANMAR

NETHERLANDS
NETHERLANDS ANTILLES
NEW ZEALAND
NIGERIA
NORTH AMERICA
NORWAY
OMAN
PAKISTAN
PARAGUAY
PERU
POLAND
PORTUGAL
PUERTO RICO
QATAR

ROMANIA
RUSSIA
SAMOA
SERBIA
SEYCHELLES
SINGAPORE
SLOVAKIA
SLOVENIA
SOUTH AFRICA
SPAIN
ST LUCIA
SWEDEN
TAHITI
TANZANIA

THAILAND
TRINIDAD & TOBAGO
TUNISIA
TURKEY
TURKS & CAICOS
UGANDA
UKRAINE
UNITED ARAB EMIRATES
UNITED KINGDOM
URUGUAY
US VIRGIN ISLES
VENEZUELA

COUNTRY AND DISTRICT CONTACTS (In Alphabetical Order)

Correct as at 01.01.21 Updated regularly on the ILCA website: www.laserinternational.org

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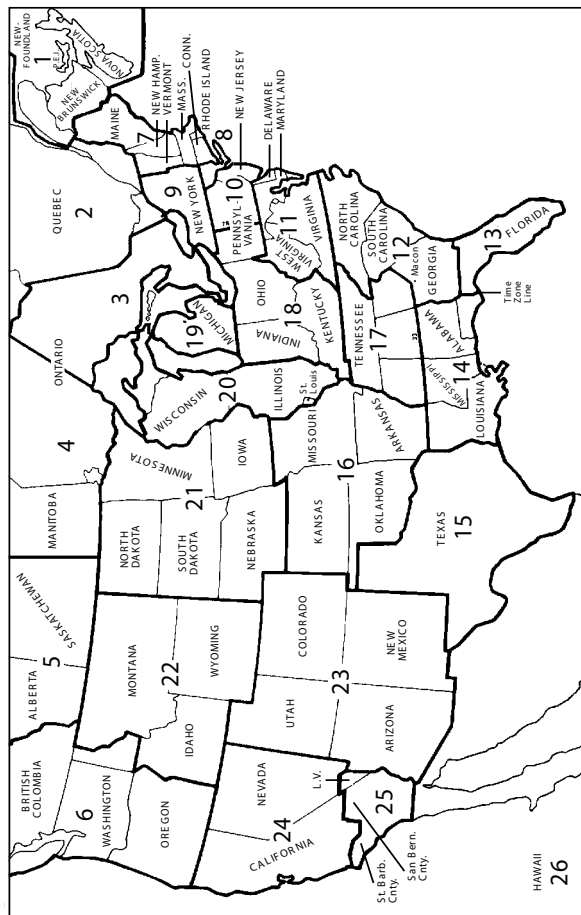
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Boat Care - Stresses and Strains

The Laser Class dinghy 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 20 or more years old, sailing happily when other boats are retired to the scrap heap. Further, the Laser has proved itself in very strong winds when other classes are reduced to wreckage. It never ceases to amaze us to see Lasers sailing in 40 knots plus.

Over the years, small changes have been made to the boat to strengthen it as we sail in increasingly challenging conditions. However, there is a limit to the number or kind of changes that can be made before performance is affected.

Mast

When the Laser was introduced, and for many decades after, the two part aluminium mast design involved a trade-off between strength, stiffness and weight. Any increase in strength of the mast would dramatically affect stiffness and therefore performance, which would be totally undesirable.

The Laser Class masts are produced to a high manufacturing standard in the aluminium trade for the specified wall thickness. Within this standard the Class requirements demand an even tighter tolerance. Even with this high standard it is possible, when sailing, to stress the mast beyond its yield point which causes a permanent bend.

Some of the biggest causes of bending are sailing with a lot of boom vang on and:

- 1) capsizing at speed;
- 2) catching a wave with the boom end, either offwind or while gybing; or
- 3) sailing into the back of a wave causing rapid deceleration.

Recognising these causes tells us that it is very important to release the boom vang before sailing offwind, ideally just before you round the windward mark. In strong winds, this will reduce the risk of bending with the added advantage that you will open up the leech of the sail which is fast for offwind work! As a guide for letting off the boom vang, trim the mainsheet tight until the rear boom and traveller blocks are just touching then release the vang until there is no pressure on it.

While the above can help you reduce the chance of causing a permanent upper mast bend, sailors seem intent on pushing the Laser harder and longer in ever more challenging conditions.

In 2017 Class equipment manufacturers introduced a class approved composite upper mast section. The composite mast, while having performance characteristics similar to the aluminium top mast, is not subject to permanent bending. Like any piece of sailing equipment, it is not indestructible, but the composite top mast should provide sailors with a longer mast life and consistently reliable performance when out racing, training or pleasure sailing. The composite Radial lower mast was introduced in 2020 and is class legal for competition.



Rudder and Tiller

Rudders and tillers like everything else are not indestructible. On the very few occasions when we have seen damage to either the rudder or the tiller, it has been caused by trying to bear away at speed while the Laser is heeled to leeward. When a Laser is heeled over it takes on severe weather helm. If you try and bear away whilst heeled, you place great loads on the rudder and tiller. The simple answer is to bring the boat upright first before attempting to bear away. This can be done by either hiking more and/or releasing the mainsheet.

Laser Class Rules - One Design

One of the attractions of the Laser Class for most owners is that the class rules are very strict and that the boat is one design. The Class 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 manufactured 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 Class boat - 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 Class 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 Class boat 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 against the rules. 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 competitors who do not sail according to the Class rules. There have been cases in the past where sailors who have sailed with illegal boats have been banned from competing in Laser Class events. Such a ban can be for life. If action is also taken under the racing rules, the ban can cover racing in any boat.

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

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

Valid from 1st January 2021. Cancels all previous rules and interpretations.

RECENT CHANGES:

1 January 2020

Definition of Builder modified. Other class rules affected by this rule change were modified to be consistent with the amended definition of Builder.

1 January 2019

Part One modified to clarify that all sails used in competition shall have an ILCA supplied sail button to be class legal. (previous interpretation.)

Rule 3(b)i modified to remove the restriction on the use of aramid fibre rope for control lines. (previous interpretation)

Rule 3(b)ii modified to allow for local variation in thickness of control lines that is not specifically restricted to tapering. (previous interpretation)

Rule 3(b)vi modified to enable clam cleats to include a through hole attachment point. (previous interpretation)

Rule 19(a) modified to clarify that mast step abrasion tubes or collars may be in separate pieces. (previous interpretation)

Rule 31 modified to shorten the rule voting process from six months to one month and removing "votes to be sent by post".

1 January 2017

Rule 22 Compasses, Electronic Equipment and Timing Devices modified to allow use of digital compasses that are not GPS enabled.

New Rule 28 Added to allow boat or body mounted cameras.

Rule 3(f)vi modified to remove restriction on the attachment points of the shock cord inhaul.

Rule 17(c) modified to allow for the addition of one cleat and one turning point in the hiking strap support line that are not attached to the hull or hiking strap.

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

FUNDAMENTAL RULE

The boat shall be raced in accordance with these Rules, with only the hull, equipment, fittings, spars, sail and battens manufactured by a World Sailing and International Laser Class Association (ILCA) approved builder in strict adherence to the boat design specification (known as the Construction Manual) which is registered with World Sailing.

No addition or alteration may be made to the hull form, construction, equipment, type of equipment, placing of equipment, fittings, type of fittings, placing of fittings, spars, sail and battens as supplied by the builder except when such an alteration or change is specifically authorised by Parts 2 or 3 of these Rules.

HULL IDENTIFICATION

All boats 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.

Boats with sail numbers from 148200 shall display a unique

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

SAIL IDENTIFICATION

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

DEFINITION OF BUILDER

A Builder is a manufacturer that is manufacturing the hull, equipment, fittings, spars, sails and battens in strict adherence to the Construction Manual, and has been approved as a Builder by each of World Sailing and the International Laser Class Association.

PART TWO

1. MEASUREMENT DIAGRAMS

The Measurement Diagrams are part of these Rules.

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

2. MEASUREMENT

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

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

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

3. CONTROL SYSTEMS, CONTROL LINES AND FITTINGS

(a) Control System Definitions

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

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

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

- 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.
- ii. Control lines shall be of uniform thickness, but may vary in thickness 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 fairleads and clam cleats may be replaced in the same position with an identical size and shape fitting. Clam cleats may include a through hole attachment point.
- vii. The plastic cunningham fairlead may be replaced with one of the same type which has a stainless steel insert, and has the same screw hole positions.



- viii. “Builder Supplied” Deck Fittings (Deck Block Fitting and Deck Cleat Base)

- a) The cunningham fairlead may be replaced in the same position with a “Builder Supplied” deck block fitting which may have one or two single “Optional” blocks attached.



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

Either the cunningham fairlead alone, or the “Builder Supplied” deck block fitting with single “Optional” block(s) attached may be used to lead the cunningham and/or outhaul control lines to the deck cleat(s)

- b) The “Optional” deck blocks may be supported with a spring, ball, plastic tube or tape.
- c) The cunningham clam cleat may be replaced

in the same position with a “Builder Supplied” deck cleat base for attaching two “Optional” cam cleats (cunningham and outhaul) which have fixing hole centres of 27 mm.



The two cam cleats may include a bridge and a fairlead with or without rollers on the aft exit.

- d) Control lines shall not be tied to any of the cunningham fairlead, the “Builder Supplied” deck block fitting and the “Optional” blocks attached to it, the cunningham clam cleat or the “Builder Supplied” deck cleat base and the “Optional” cam cleats, cleat bridge and fairleads attached to it.
- ix. Rope loop handles covered with plastic/rubber tube and/or tape may be included anywhere on the free end of a control line.
- x. The free ends of different control lines (except mainsheet) may be tied together and/or tied to any deck fitting or the centreboard, the centreboard handle or a rope loop used to attach a retaining line. Free ends of control lines shall not be tied to shock cord (except mainsheet).
- xi. To secure the mast in the event of a capsized, a loose retention line or shock cord (that will allow 180 degree plus mast rotation) shall be tied/attached between the cunningham fairlead or the deck block fitting and the mast tang or gooseneck. Clips, hooks, shackles and balls may be used to attach the retention line.
- xii. Reference points (marks) may be placed on the deck, spars and ropes.

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

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

(d) Vang – also see Rules 3(a) & 3(b)

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

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



- b) The fitting shall be attached directly to the mast tang.
- c) The fitting shall not be modified in any way.

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

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

The cunningham control line shall pass through the sail tack cringle as a moving line.

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

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

iv. Deck Block Fitting and Deck Cleat Base

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

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

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

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

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

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

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

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

viii. Deck Led Outhaul System

- a) When led to the deck, the outhaul control line shall pass only once through the cunningham fairlead or the outhaul "Optional" single block attached to the "Builder Supplied" deck block fitting and shall pass only once through the "Optional" cam cleat attached to the "Builder Supplied" deck cleat base.

- b) The boom outhaul clam cleat shall not be removed.

(g) Clew Tie Down – also see Rules 3(a) & 3(b)

- i. The clew of the sail shall be attached to the boom

by either a tie line or a webbing strap with or without a fastening device wrapped around the boom and through the sail cringle, a quick release system attached to a tie line or soft strap wrapped around the boom, or a "Builder Supplied" stainless steel boom slide with quick release system. An additional outhaul extension tie line may be added between the clew of the sail and the outhaul or the quick release system.



- ii. If the clew tie down is a tie line, it may be passed through solid balls with holes and/or tubes to reduce friction.

(h) Traveller – also see Rules 3(a) & 3(b)

- i. The traveller shall be a single line. It shall be rigged as a simple closed loop through the traveller eyes and the free end passing through the traveller cleat. A splice that does not extend through the nearest traveller eye may be used at the non-free end.
- ii. A spring, ball or tape may be used between the traveller blocks.

4. SAIL REGISTRATION NUMBERS, NATIONAL LETTERS AND NATIONAL FLAG

(For Radial and 4.7 sail number positions please see part 4 rule 29(e) and 30(e))

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

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

Height 300 mm.

Width 200 mm (excluding digit 1).

Thickness 45 mm.

Space between adjoining numbers minimum 50 mm.

Sail numbers shall be regularly spaced.

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

Each sail number digit shall be of one colour only.

The sail numbers shall be solid and easy to read.

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

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

(For additional guidance, see the Instructions for Applying Sail Numbers on p. 45 along with accompanying diagrams on pp. 52 - 55).

- (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:
- 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.
 - in the case of a boat 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 boat. When the competitor does not own a boat, the number used on the sail shall be the number of the boat chartered.
 - when a sail is damaged during a series and Rule 7 (c) applies the sail number may contravene Rules 4 (a) and (e) ii only when written permission for a sail number change is given by the Race Committee.
- (f) **National Letters**, if required, shall conform to the same type, size, spacing and requirements as sail numbers (refer rule 4(b), (c), (d) and (e)) and shall be positioned as follows:

The letters on the starboard side of the *MK/I* sail shall

be placed along the top edge of the seam below the bottom batten pocket (+ or - 12mm), for the *MK/I* sail on a Base Line 400mm (+ or - 12mm) below the bottom batten pocket and on the port side of the sail along a line 400 mm (+ or - 12mm) below and parallel to the letters on the starboard side. The starboard letters shall commence 100 mm (+ or - 12 mm) from the leech and the port letters shall finish 100 mm (+ or - 12 mm) from the leech. The letters shall all be the same colour, which may be one of the colours of the digits of the sail number, or another distinctive colour [also see diagrams on pages 52-55].

National Letters shall be required at all World Championships, Regional Championships and events described as international events in the notice of race or sailing instructions. National Letters may be required at any other regatta by the notice of race or sailing instructions.

(g) **RED RHOMBUS**

- 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 diagram on page 36.
- The rhombus may be retained for racing in other events.

(h) **NATIONAL FLAG**

If required by the Notice of Race and the Sailing Instructions, a national flag with a nominal size of 567 x 337 mm shall be applied to both sides of the mainsail. For the Standard and Radial sails, flags shall be positioned such that the aft edge of the flag is within 100 and 150 mm of the leech and between the sail numbers and the batten pocket below the sail numbers. The flag shall be approximately parallel with the sail numbers and letters and shall not touch the numbers. For the 4.7 sail, the flag shall be positioned within 100 and 150 mm of the leech but below and within 50 mm of the bottom batten pocket. The flag shall be printed on separate material applied to the sail. The use of permanent ink pens or similar to make a national flag is forbidden. The national flag shall correspond to the national letters.

5. **MAST**

No mast which has a permanent bend shall be used at any time.

6. **CLOTHING AND EQUIPMENT**

- For the purposes of RRS 50.1 (b) the maximum total weight of competitors' clothing and equipment shall be 9kg (for Radial and 4.7 rigs please see part 4).
- Competitors shall not wear or carry non floating clothing or equipment which in total weight exceeds 500 grammes dead weight except protective sailing clothing.
- 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**

- The boat shall be raced with either one or two persons aboard.

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

10. ADVERTISING

Advertising, including competitor advertising, is permitted in accordance with World Sailing Regulation 20 - Advertising code; except that the sail window shall be kept free of advertising or other graphic material.

[Note: For information about World Sailing Regulation 20, see: <http://www.sailing.org/documents/regulations/regulations.php>]

PART THREE

OPTIONS & EXCEPTIONS

TO PARTS ONE & TWO

11. HULL FINISH

- (a) Waxing, polishing and fine wet and dry sanding of the hull is permitted, provided the intention and effect is to polish the hull only. Polishing/sanding shall not be used to remove mould imperfections.
- (b) Sanding and refinishing of the hull with the intention or effect to lighten the hull or improve the performance, finish, materials or shape beyond the original is not permitted.

12. TRANSOM DRAIN BUNG

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

13. SELF BAILER

A self-bailing device as supplied only by the builder may be added. The bailer may be sealed with tape, filler or glue along its edge where it joins the hull and at the screw hole. Filling the screw hole level with the flat surface of the bailer is permitted. Fairing the flat surface of the bailer to the hull shape or changing the profile of the bailer is not permitted. The drain bung may be removed from the self-bailer, and the self bailer opening pin may be secured to the cockpit floor with self adhesive plastic tape. The builder-supplied o-rings may be substituted with non builder-supplied alternatives provided the basic function of the bailer is unchanged.

14. CENTREBOARD

- (a) A rope handle passing through not more than two holes of maximum diameter 12.5 mm above a line

drawn from the bottom of the centreboard stop, parallel to the top of the centreboard is permitted. A plastic/rubber tube and/or tape are permitted on the handle of the centreboard.

- (b) The trailing edge of the centreboard may be sharpened by sanding the blade between the trailing edge and a line 100 mm parallel to the trailing edge, provided the distance between the leading edge and the trailing edge of the blade is not reduced.
- (c) Surface refinishing of the centreboard is permitted provided the original shape, thickness and characteristics are not altered.
- (d) One layer of any material of maximum 2mm thickness and of a maximum size of 30mm x 30mm may be applied at the top front corner of the centreboard case. Vertical cuts are allowed in the material to allow the material to conform to the shape of the centreboard case.
- (e) A wood centreboard shall not be used on a hull that was originally supplied with a non wood centreboard.
- (f) A tie line or shock cord shall be attached to the small hole in the upper forward corner of the centreboard, and any of the bow eye, the cunningham fairlead, the "Builder Supplied" deck block fitting and the mast to prevent loss of the centreboard in event of a capsize. The tie line or shock cord may be looped around the bow, but shall not be attached to the gunwale. Attachment can be by knots or loops in the shock cord, and/or tie lines, shackles, clips, hooks or eyes. When the shock cord is attached to the bow eye it may also pass through an attachment to the "Builder Supplied" deck block fitting or the cunningham fairlead.
- (g) The components of the "Builder Supplied" centreboard stopper may be secured together by glue, screws, bolts, nuts and washers, provided the original shape and dimensions are not reduced.
- ## 15. RUDDER
- (a) The trailing edge of the rudder blade may be sharpened by sanding the blade between the trailing edge and a line 60 mm parallel to the trailing edge, provided the distance between the leading edge and the trailing edge of the blade is not reduced.
- (b) Surface refinishing of the rudder blade is permitted provided that the original shape, thickness and characteristics are not altered.
- (c) The rudder blade and/or rudder head holes may be enlarged up to a maximum diameter of 10mm. The rudder bolt and bush set may be replaced with a larger diameter bolt to fit this hole. The bolt head, nut and washers shall fall within a 20mm diameter circle.
- (d) To achieve the maximum 78 degree rudder angle relative to the bottom edge of the rudder head, the leading edge of the blade may be cut away where it touches the spacing pin.
- (e) To restrict the rudder angle to maximum 78 degrees relative to the bottom edge of the rudder head, the lower forward spacing pin may be wound with flexible adhesive tape.
- (f) The rudder pintles may be fitted with spacers to lift the rudder head to allow the tiller to clear the deck at the transom.
- (g) The rudder downhaul line may have multiple purchases.
- (h) A hole may be drilled in the top rudder pintle and a pin or clip inserted in the hole to prevent loss of the rudder.

- (i) A wood rudder shall not be used on a hull that was originally supplied with a non wood rudder.
 - (j) The rudder shall be maintained in the full down position except whilst racing in water less than 1.5m deep unless otherwise specified in the sailing instructions.
 - (k) Padding of uniform thickness may be used in the gap between the rudder blade and rudder head. This padding must cover completely the part of the rudder blade that comes in contact with the rudder head. The thickness of the rudder blade plus the padding must not exceed 20.3mm.
- 16. TILLER**
- (a) The tiller and tiller extension are not restricted in any way except that the tiller:
 - i. shall be capable of being removed from the rudder head.
 - ii. shall be fitted with a cleat, hook, pin or eye to secure the downhaul.
 - iii. shall, except for normal wear caused by the traveller rope, be straight along its topmost edge between a point 30 mm in front of the forward edge of the rudder head and the cockpit end of the tiller.
 - (b) The tiller may be fitted with an "anti wear" strip or tube of not more than 200 mm in length placed above the level of the straight edge required by 16 (a) iii and only where the traveller crosses the tiller.
 - (c) The use of a tiller retaining pin is optional.
- 17. HIKING STRAP**
- (a) The hiking strap may be substituted with any type of non-stretch material and it may be padded.
 - (b) The hiking strap may be fixed to the cockpit at the forward end by wrapping the strap around the mainsheet block plastic pressure plate or by using both the centreboard friction attachment plate and the mainsheet block plastic pressure plate.
 - (c) The hiking strap supporting line between the aft end of the hiking strap and the eye straps on the aft face of the cockpit may be rigged in any manner so that the hiking strap is fixed or adjustable and may include one cleat; one ring, thimble, or shackle; or both.
 - (d) A shock cord may be attached between the aft end of the hiking strap and to either the traveller cleat, or the hiking strap eye straps at the aft end of the cockpit.

18. BOOM

- (a) A metal sleeve supplied by the builder of maximum length 900 mm may be fixed inside the boom. The sleeve shall not extend aft of the point 1220 mm from the front end of the boom (including plug).
- (b) The stainless steel mainsheet eye strap between the two blocks on the boom may be replaced with a soft strap. The maximum width of the soft strap shall be 26mm. The soft strap shall only be fixed to the boom using the holes drilled by the builder as shown in the diagram below.
- (c) Traveller and Boom mounted mainsheet blocks may be replaced with the "Builder Supplied" blocks shown in the photo.



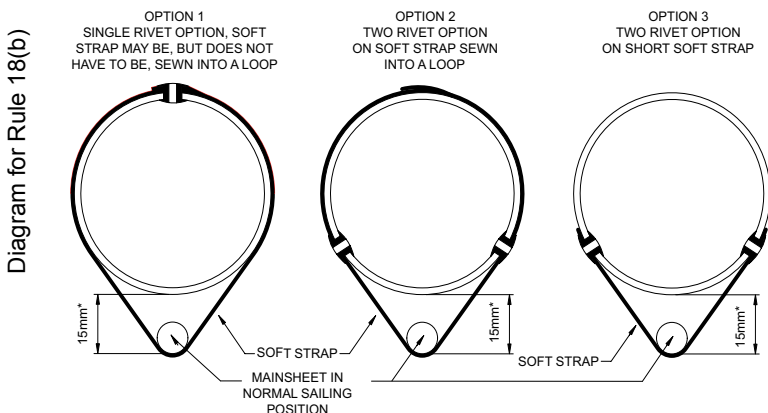
19. MAST

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

In addition, a disc of uniform thickness not exceeding 1mm in thickness may be placed in the bottom of the mast step.
- (b) The mast or mast cavity may be lubricated.
- (c) Tape or other bushing material may be applied to both the plastic end cap, the collar of the upper mast and the upper mast to ensure a snug fit. The tape or bushing material may only be used on that portion of the plastic parts that actually slide into the lower section and/or between the upper mast and the collar and it shall be a uniform thickness around the circumference. Taping or bushing material above the collar to fair the collar into the mast is prohibited.
- (d) Flexible adhesive tape may be applied to the outside of the joint of the upper and lower mast sections to a limit of 40mm above and below the joint to prevent rotation of the mast sections at the joint.



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



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

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, ELECTRONIC EQUIPMENT AND TIMING DEVICES

- (a) One compass mounted on any part of the deck or the cockpit is permitted if the hull cavity is not pierced by anything other than the fasteners. Compasses may not be fitted to inspection ports. An additional wrist mounted compass is permitted. Electronic, self-contained, digital compasses using only magnetic input are permitted.
- (b) Timing devices are permitted.
- (c) A timing device and electronic compass may be integrated in the same device.
- (d) A compass or timing device must not be capable of displaying, delivering, transmitting, receiving, calculating, correlating or storing information about wind speed, wind direction, boat speed or boat position.
- (e) Any use of electronic equipment not specifically allowed in the rules is prohibited unless the rules are modified by the sailing instructions.

23. WIND INDICATORS

- (a) Wind indicators may be attached as desired provided the sail is not cut and the buoyancy qualities of the hull and mast are not impaired.
- (b) Ribbons, wool or similar wind indicators may be attached to the sail.

24. TAPE AND LINE

The use of flexible adhesive tape or similar or line is permitted to secure shackle pins and clips, and to bind sheets, control lines and rigging, except that tape or line shall not be used to construct new fittings or modify the function of existing fittings.

25. SAFETY EQUIPMENT

Any additional equipment required by an international, national or other governing authority for safety purposes may be fitted or carried provided it is not used in contravention of the FUNDAMENTAL RULE.

26. REPAIRS AND MAINTENANCE

- (a) Repairs and preventative maintenance to the sail, hull, deck, centreboard, rudder, mast, boom or any fittings and fixings may be carried out without violation of these Rules provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (b) In the event of the failure of any fittings, or the replacement of fittings as authorised by these Rules, the fitting or the replacement shall be the same type as the original and shall be placed in a position conforming to the Measurement Diagrams.
- (c) Preventative maintenance includes the replacement of fasteners (screws, bolts, nuts, washers and rivets) provided the replacement does not alter the function of the fitting. The tolerances of the Measurement Diagrams shall not be used to alter the position of fittings. In addition the reversing of spars is permitted

if the fittings are replaced in accordance with the Measurement Diagrams. Any holes in the top section of the mast shall be permanently sealed with a rivet or similar to maintain the buoyancy of the mast.

- (d) Sail panels and luff sleeves shall not be replaced.
- (e) Any flotation equipment (flotation foam blocks or Cubitainer inserts) that is defective or has been removed shall be replaced by fully air filled, builder supplied, Cubitainer inserts which shall have an equal volume to the defective or removed flotation equipment.
- (f) The use of lubricants is unrestricted except that they shall not be used on the hull (below the gunwales).

27. REEFING

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

28. BOAT OR BODY MOUNTED CAMERA

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

PART FOUR RADIAL RIG AND 4.7 RIG OPTIONS

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

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

29. RADIAL RIG

- (a) The 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 Radial rig may be used in any class regatta subject to the conditions in 29 (c) and any restrictions in the Notice of Race and Sailing Instructions.
- (c) The 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 Radial rig shall not be changed for a Standard or 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 Radial sails with numbers above 153000 and sails purchased after 1st June 1993 the sail numbers shall be glued or sewn on each side of the sail, with the bottom of the numbers on the starboard side of the sail placed along a line parallel to and 400 mm (+ or - 12 mm) below the underside of the middle batten pocket. The bottom of the numbers on the port side of the sail shall be placed on a line 400 mm (+ or - 12 mm) below and parallel to the bottom of the numbers on the starboard side of the sail. The starboard sail numbers shall commence 100 mm (+ or - 12 mm) from the leech and the port side numbers shall finish 100 mm (+ or - 12 mm) from the leech.

(For additional guidance, see the Instructions for Applying Sail Numbers on p. 51 along with accompanying diagrams on pp. 52 - 55).

- 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 50.1 (b) the maximum total weight of competitors clothing and equipment shall be 9 kg.

30. 4.7 RIG

- (a)** The 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 4.7 rig may be used in any class regatta subject to the conditions in 30 (c) and any restrictions in the Notice of Race and Sailing Instructions.
- (c)** The 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 4.7 rig shall not be changed for a Standard or 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 4.7 sails all numbers shall be in accordance with the Racing Rules of Sailing and shall be of the following minimum dimensions:

Height 220 mm.

Width 150 mm excluding digit 1.

Thickness 30 mm.

Note: Optimist Class legal numbers conform to this rule.

The maximum height to conform is 240mm.

Space between adjoining numbers / letters and rows minimum 30 mm.

Sail numbers shall be regularly spaced.

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

Each number digit shall be one colour only.

The numbers shall be solid and easy to read.

- 4(c)** For 4.7 sails with numbers above 153000 and sails purchased after 1st June 1993 the sail numbers shall be glued or sewn on each side of the sail, with the bottom of the starboard numbers placed along the top edge of a line placed 270mm (0 to +12mm) below and parallel to the seam below the bottom edge of the middle batten pocket. The port side numbers shall be placed along a line 270mm below and parallel to the bottom of the starboard side numbers. The starboard side numbers shall commence 100 mm (+ or - 12 mm) from the leech

and the port side numbers shall end 100 mm (+ or - 12 mm) from the leech.

(For additional guidance, see the Instructions for Applying Sail Numbers on p. 51 along with accompanying diagrams on pp. 52 - 55).

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

For all 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 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 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)** For the purposes of RRS 50.1 (b) the maximum total weight of competitors clothing and equipment shall be 8 kg.

PART FIVE

31. AMENDMENTS

Amendments to these Rules shall be approved by each of:

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

Class Rule Interpretations

1. Approved compasses that meet the requirements of Rule 22. Compass, Electronic Equipment and Timing Devices. A list of approved compasses can be found on the ILCA website - please go to the "Interpretations" tab under "Laser Class Rules".
2. Repairs and Maintenance: Sailors may apply anti-abrasion material at the traveller fairleads to prevent wear of the deck as a form of preventative maintenance under rule 26(a).
3. Hiking Strap: A sheaveless block, such as the "shock block" or equivalent, will be considered a ring for the purpose of rule 17(c).
4. Sails designated ILCA 4 with the required sail button are class legal for use in Laser 4.7 Class competition.
Sails designated ILCA 6 with the required sail button are class legal for use in Laser Radial Class competition.
Sails designated ILCA 7 with the required sail button are class legal for use in Laser Class (Standard rig) competition.
5. In accordance with ILCA Class Rule 22e, the use of heartbeat monitor with no additional function or capability is permitted. The heartbeat monitor device shall comply with Class Rule 22.



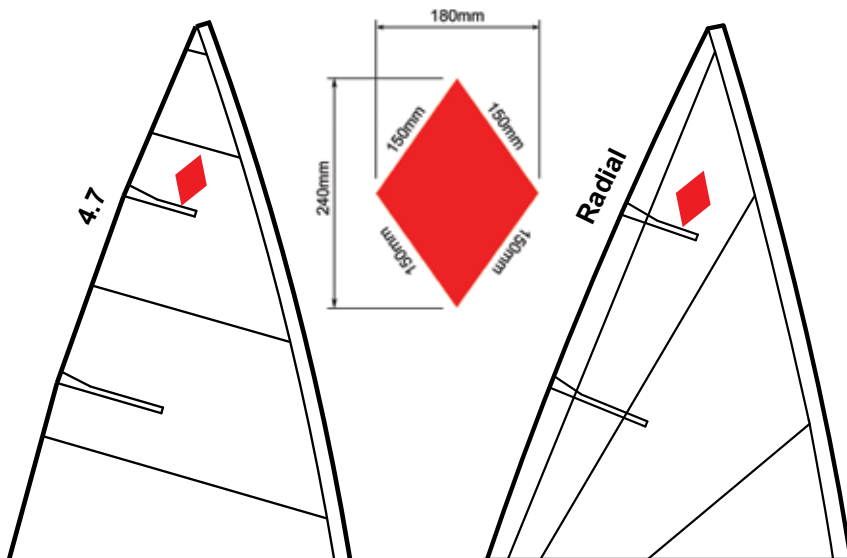
Instructions for Applying Red Rhombus For Women's Events

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

- a. World or regional (continental) championships.
- b. Events described as "international events" by the Notice of Race or Sailing Instructions.
- c. Other events that prescribe in the Notice of Race or Sailing Instructions that women competitors should be identified.

The minimum size and approximate position shall comply with diagrams below.

The rhombus may be retained for racing in other events.

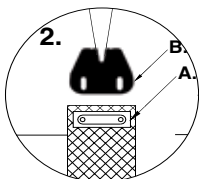
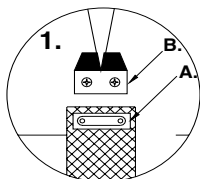


Measurement Diagrams

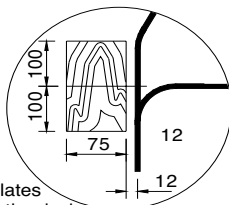
(pages 37 to 43 part of class rules)

All dimensions shown in millimetres

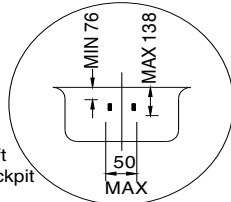
Measurements are shown only as a guide to replacement in the event of failure.



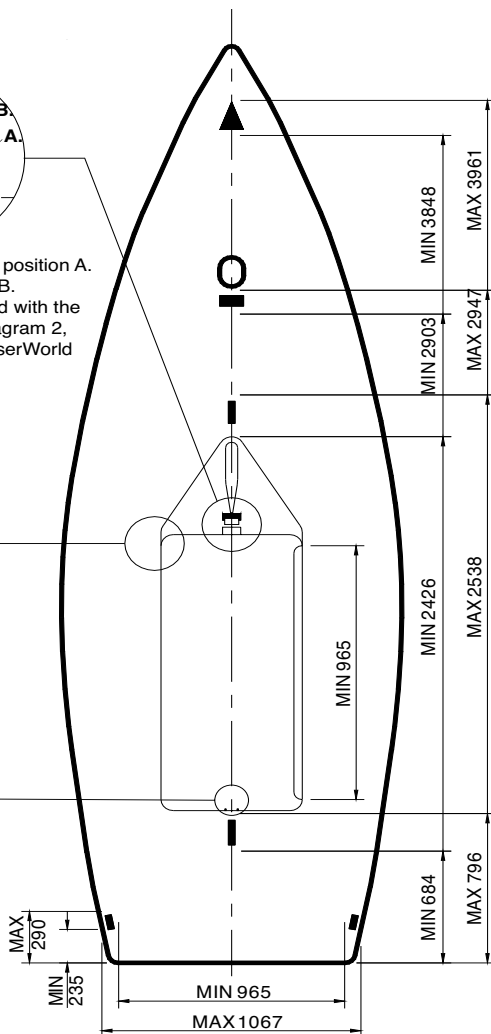
Mainsheet block shall be attached to eyestay in position A. Centreboard Brake shall be attached in position B. Centreboard Brake in diagram 1 may be replaced with the builder supplied Centreboard Brake shown in diagram 2, available mid/late 2009 (see December 2008 LaserWorld or www.laserinternational.org)



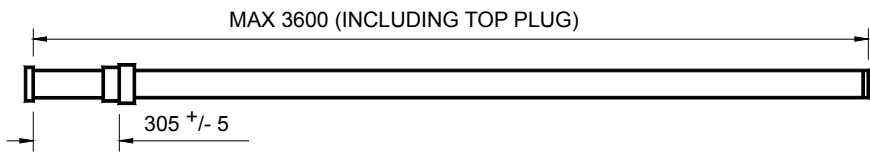
Wooden backing plates are under the deck for the fitting of cam or clam cleats



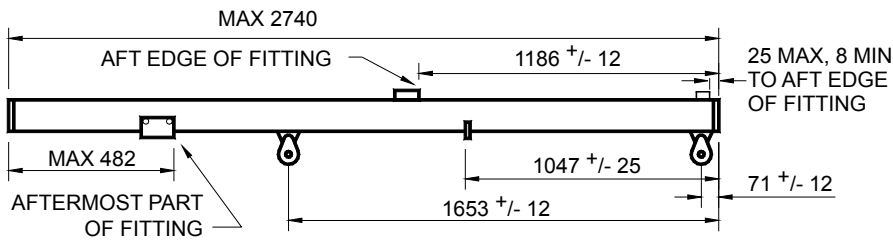
Eyes at aft end of cockpit



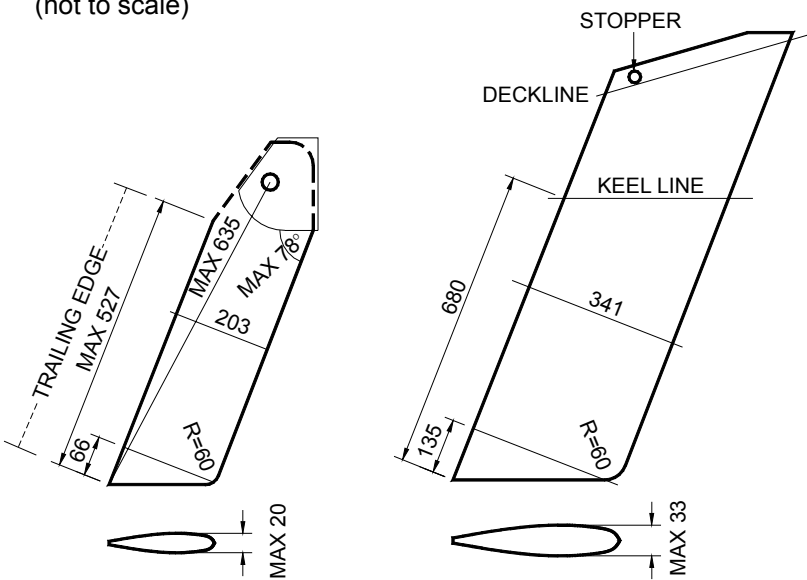
STANDARD, RADIAL & 4.7 MAST TOP SECTION



STANDARD, RADIAL & 4.7 BOOM

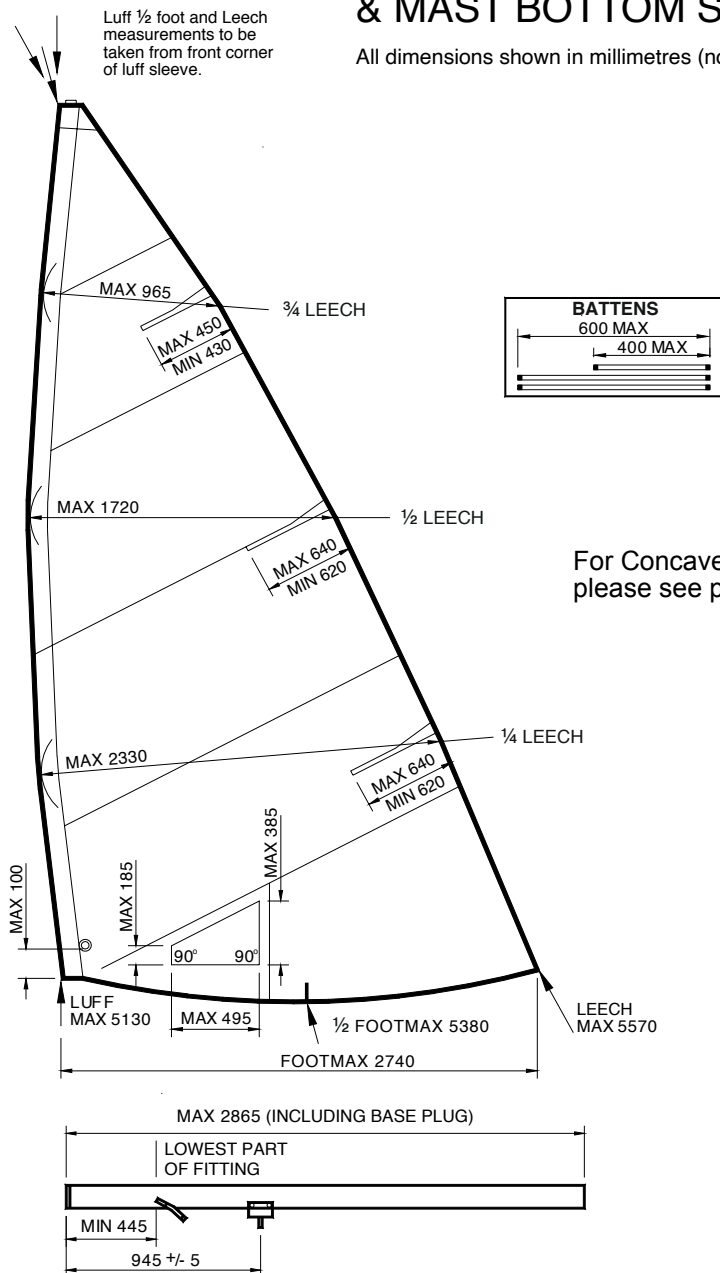


All dimensions shown
in millimetres
(not to scale)



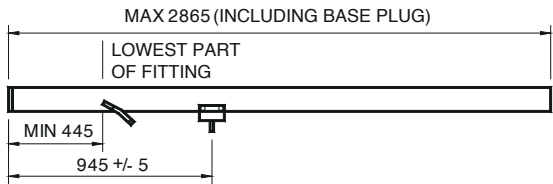
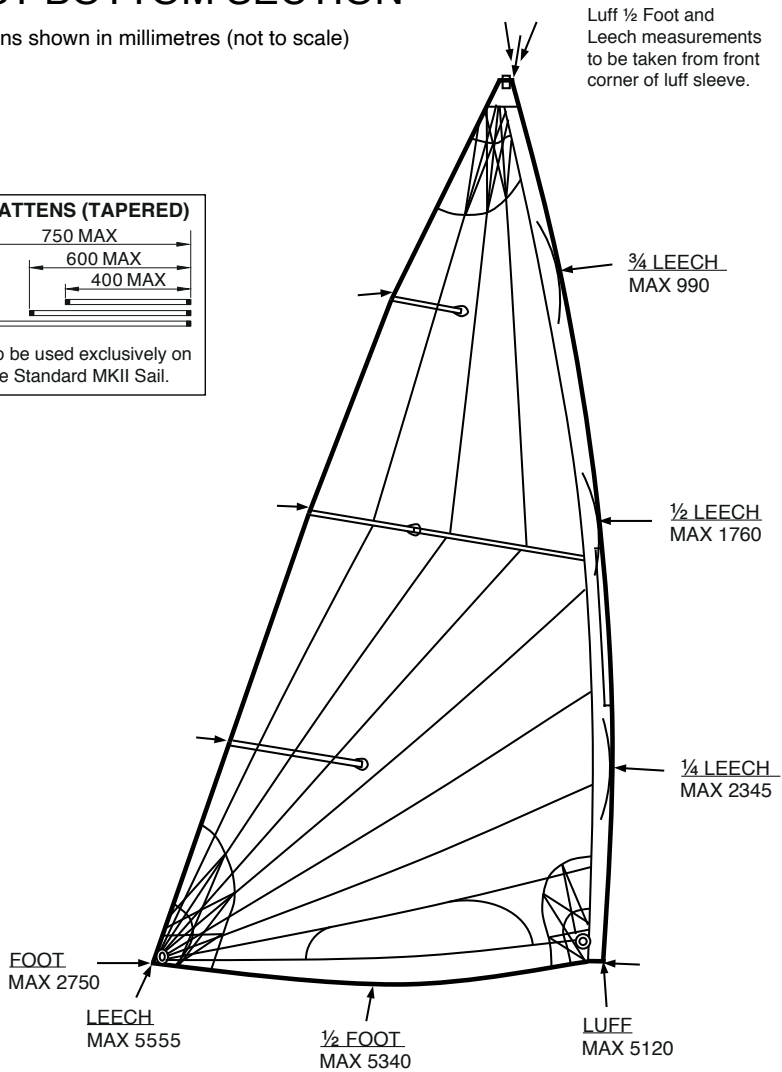
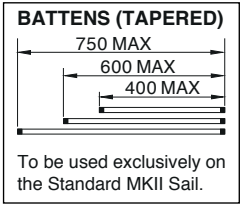
LASER CLASS MKI SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)



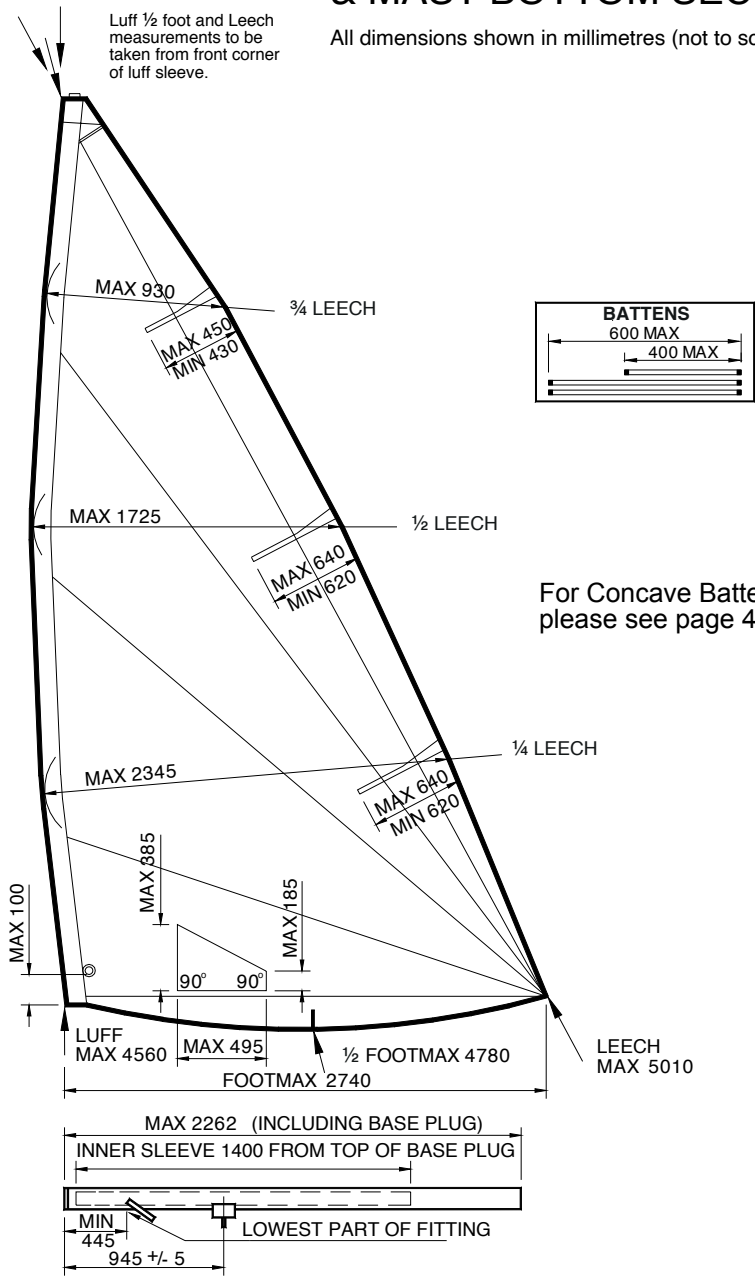
LASER CLASS MKII SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)



LASER RADIAL CLASS SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)

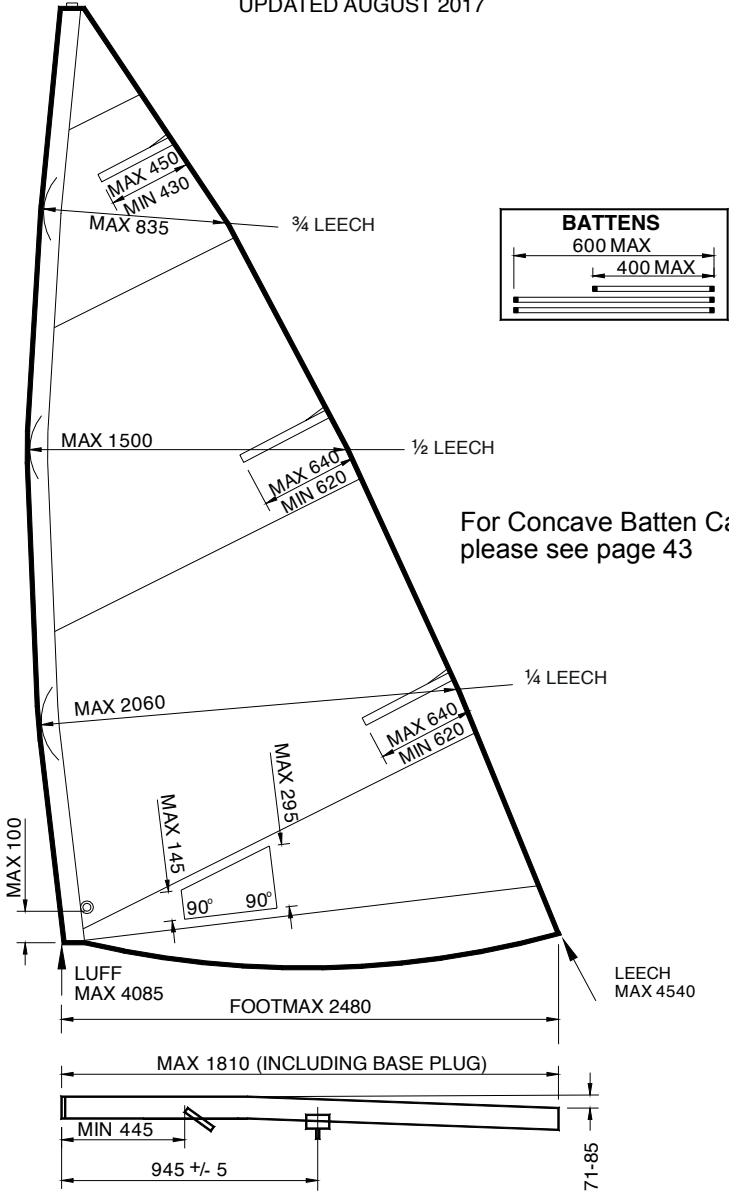


LASER 4.7 CLASS SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)

UPDATED AUGUST 2017

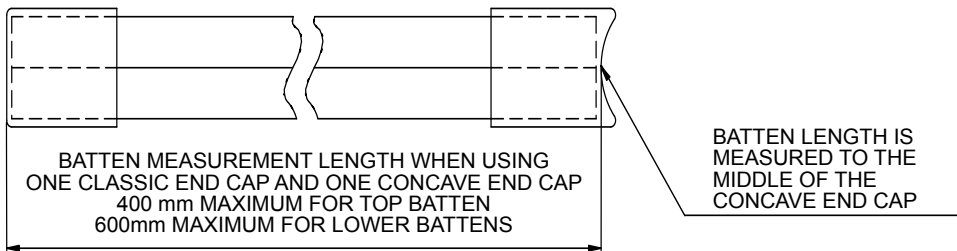
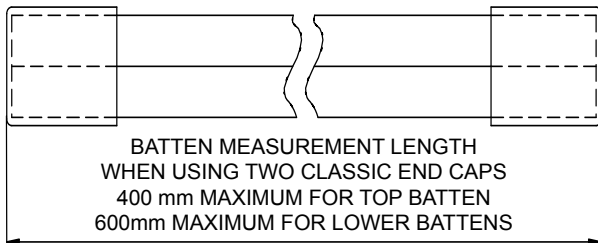
Luff and Leech measurements to be taken from front corner of luff sleeve.



Concave Batten Caps

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

The diagrams below illustrate the methods to be used for the measurement of battens using both classic and concave end caps. Please see pages 39-42 for full sail and bottom section diagrams.



ILCA By-Law 2:

District General By-Law

1. NAME

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

2. OBJECTS

The objects of the District Association are

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

3. FLEET CHARTERS

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

4. ASSOCIATION OFFICERS

The District Association shall be comprised of a

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

(c) District Secretary who shall be responsible for maintaining all membership and other records and correspondence of the District Association, the preparation of the District Newsletter, if any, and shall otherwise carry out such responsibilities as may be assigned to him by the District Chairman;

(d) District Treasurer who shall be responsible for determination of the entitlement of applicants to membership in accordance with Paragraph 10 of the Constitution, the collection of dues to be levied for membership in accordance with Section 11 of the said Constitution, the maintenance of all accounts to the District membership thereon and preparation of an annual financial statement for the membership; and

(e) District Measurer, if one is appointed by the Chief Measurer of the International Laser Class Association, who shall carry out the responsibilities set forth in subparagraph (6) of paragraph 8 of the Constitution.

5. The District Association may appoint such additional officers to perform such duties or to carry out such special projects as may from time to time be determined by the District Association and they shall hold office for such term as it may determine.

6. The District Association may appoint such committees, as may be deemed appropriate from time to time to carry out the functions and duties as are prescribed by the District Association; and the District Chairman shall be a member ex-officio of any committee so established.

7. ANNUAL MEETINGS AND ELECTION TO OFFICE

(1) The District Association shall hold an Annual Meeting at such time as may be determined by resolution of the District Association, but not later than fifteen months from the date of the last Annual Meeting.

(2) Notice of the Annual Meeting shall be sent to all members of the District Association not less than fourteen days prior to the Meeting and such notice shall include:

- (a) an agenda for the said Meeting,
- (b) a notice of any special By-Law whether to amend the District General By-Law or to enact any other By-Laws,

(c) a summary of the annual reports of the District Chairman and the Treasurer, and

(d) a report of the nominating committee, if any, for the election of officers for the ensuing year.

(3) Any member of the District Association shall be entitled to attend the Annual General Meeting and to vote thereat.

(4) A majority of members voting in favour of a resolution at the Annual Meeting shall be sufficient, except for resolutions which report to amend the District General By-Law or to enact any other By-Law which shall require a two-thirds majority thereof to be effective.

(5) Officers of the Association elected at an Annual General Meeting of the Association shall hold office until their successors are elected.

8. FEES

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

9. DISTRICT CHAMPIONSHIPS

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

10. BY-LAWS

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

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

11. COMING INTO FORCE

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

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

ILCA By-Law 3: Measurement

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

2. (a) Hull

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

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

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

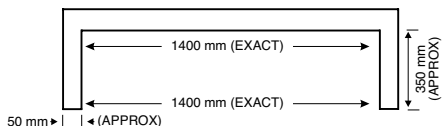
(b) Equipment

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

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

Schedule A to By-Law 3

1. Measurement Template



2. Measurement of Hull

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

Lay a straight edge across the transom as shown in the sketch and measure out a distance along the vertical

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

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

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

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

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

Example: Measurements on 5 sample boats:

93 + 94 + 94 + 97 + 96	= 474
Arithmetic mean = 474/5	= 94.8
Measurement on protested boat	= 96
Difference	= 1.2

Diagram 1

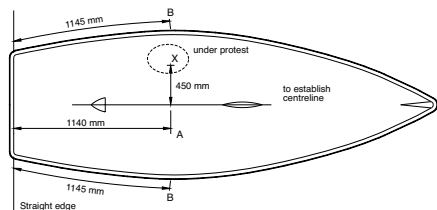
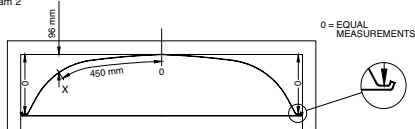


Diagram 2



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

Measurement of Rocker

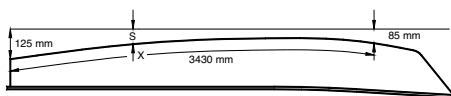
Turn boat upside down. Measure out a distance of 3430 mm along the keel line of the boat.

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

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

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

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



deviate by more than 2 mm.

ILCA By-Law 4: District Measurers

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

of the Class and whose attitude towards the enforcement of the Rules has been and is likely to be, beyond reproach.

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

ILCA By-Law 5: Sanctioned Events and Honour Awards

SANCTIONED EVENTS

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

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

HONOUR AWARDS

Sail Awards

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

World Championships

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

Regional Championships

(which may be known as "Bar Events")

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

Multi District Events

(which may be known as "Medallion Events")

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

District Sanctioned Events

(which may be known as "Diamond Events")

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

5. A member may carry on his sail only one award, which shall be the highest award won at any time by such member; it being understood that the highest awards are Chevrons, Bars, Medallions and Diamonds in that order.
6. (a) The symbols representing the sail awards shall be glued on or sewn to each side of the sail in the third panel from the top of the sail, with the first award being placed in the uppermost position as specified in Schedule A.
- (b) The symbols shall be in red for events which are not restricted, green for events restricted to women, blue for events restricted to juniors, and light blue for events restricted to Masters (35 years and over). A Masters event may be split into 5 categories: 75 and Over (aged 75+), Great Grand Masters (aged 65-74), Grand Masters (aged 55-64), Masters (aged 45-54) and Apprentices (aged 35-44) in which case honour awards and cubes may be awarded for each category. The minimum number of entries in each age category (except Apprentices) at a Masters championship shall be 5. If there are fewer than the minimum number then those Masters shall be scored and eligible to win awards in the next lower age category. Determination of category for Masters shall be the age attained on the day before the first scheduled race of a regatta.

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

Trophies

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

World Championship

Winner

Cube inscribed with 3 Chevrons

Series 2nd & 3rd place finishers

Cube inscribed with 2 Chevrons

Each daily 1st place finisher

Cube inscribed with 1 Chevron

Series 4th & 5th place finishers

Cube inscribed with 1 Chevron

Regional Events ("Bar Event")

Winner

Cube inscribed with 3 Bars

Series 2nd & 3rd place finishers

Cube inscribed with 2 Bars

Series 4th & 5th place finishers

Cube inscribed with 1 Bar

Multi District Events ("Medallion Events")

Winner

Cube inscribed with 3 Medallions

Series 2nd & 3rd place finishers

Cube inscribed with 2 Medallions

Series 4th & 5th place finishers

Cube inscribed with 1 Medallion

District Events ("Diamond Events")

Winner

Cube inscribed with 3 Diamonds

Series 2nd & 3rd place finishers

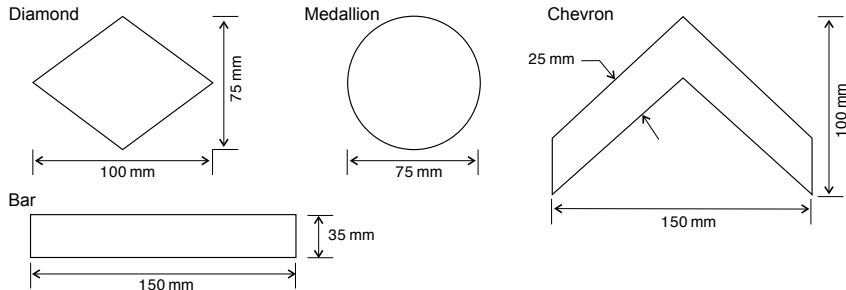
Cube inscribed with 2 Diamonds

Series 4th & 5th place finishers

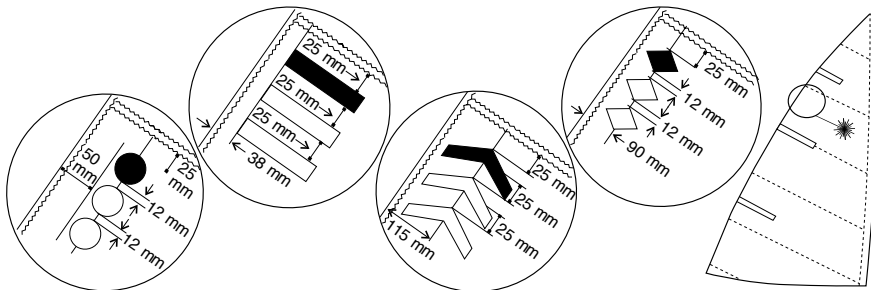
Cube inscribed with 1 Diamond

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

Size and Shape of Award Symbols



Schedule A: Position of Award Symbols



ILCA By-Law 6: Status and Dissolution

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

ILCA By-Law 7: Postal Ballots

1. For the purposes of Constitution article 17 (c) and By-Law 1 (Rules) paragraph 31 (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 website

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.

Technical Tips

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

How to change the hiking strap

The hiking strap connection to the front end of the cockpit is one of the most critical screwed joints in the boat. After all there is nothing worse than jumping out onto the new tack, in the heat of a race, and ending up head first in the drink!

So when changing a hiking strap here are some tips on how to avoid potential failures through stripped threads, broken screws or leaks:-

1. Do not use a power drill or power screwdriver – it is too easy to strip threads or misalign the screws.
2. Use a normal hand screwdriver.
3. When undoing the screws walk them out a turn or two at a time, first one, then the other.
4. When replacing the screws seal the threads with a silicone or polyurethane sealer and walk them in, a turn at a time, first one then the other.
5. When finally seating the screws be careful not to over torque. It is important to firmly torque with a hand screwdriver but that is sufficient.



When chartering a boat at a regatta please refer to the charter boat operator's policy on changing hiking straps.

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?

The rudder angle is measured between the bottom edge of the rudder box and the front edge of the rudder blade. If the front edge of the rudder exceeds 78 degrees, it is more vertical than it should be. During equipment inspection, this is measured using a standard gauge manufactured to quickly determine whether the angle conforms to the 78 degree requirement.

The sanctioned method (Rule 15(e) of the ILCA 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 availability of fibreglass skinned rudders, 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.



Instructions for Applying Sail Numbers

PLEASE NOTE THE FOLLOWING DIAGRAMS ARE FOR INFORMATION AND ARE NOT PART OF THE CLASS RULES

Style and Colour

Only self-adhesive, stick on sail numbers and letters may be used. Each one shall be a single, solid colour, and easy to read. The last four numbers on both sides of the sail shall be the same dark colour, preferably black. The numbers in front of the last four shall all be another, obviously different colour, preferably red. National letters are only required at international events, and shall all be the same colour.

Preparation

If the sail is not new, it should be sponged clean with mild soapy water, rinsed and dried. Find a large, clean, flat, hard surface to work on, such as a table or clean wooden floor.

Template

Make a template that each number will just fit inside. See the **Positioning Diagrams** for the minimum sizes of numbers and letters, and template details. They are different for each of the Standard, Radial and 4.7 sails. The template is a rectangle for upright numbers, and a parallelogram for angled numbers.

Base Lines and Limit Lines

Use a pencil to lightly draw **Base Lines** and **Limit Lines** on the sail. The bottom of each number and letter must lie on a **Base Line**. The **Limit Line** is parallel to the leech of the sail, and 100mm from it. The closest letter or number to the leech is positioned to just touch the **Limit Line**. This is shown as the **Start Point** on the Positioning Diagrams. The number or letter should touch the **Limit Line** at the **Base Line** or at any other height, depending on its shape.

Starboard Side Numbers and National Letters

1. Spread the sail out flat on the working surface so that the starboard side of the sail is facing up. The leech (back edge of the sail) will be on the left hand side as shown in the positioning diagrams.
2. **Make sure you are using the correct diagram for the design of sail you are applying the numbers to.** Draw the **Base Line** and **Limit Line** for the starboard numbers (and letters) as shown on the positioning diagram.
3. Before peeling off the backing, place the bottom of the first number on the **Base Line**, with the Start Point touching the **Limit Line**. Use the template with its bottom edge on the **Base Line** to make sure the number is at the correct angle. Pencil around the outline of the number.
4. Peel and fold back about 10mm of the backing from the bottom of the number. Place the number within the pencil outline and press down to stick the peeled back area. Lift the remainder of the number and slowly peel off the backing as you smooth the number onto the sail, taking care to remove air bubbles and creases as you go.
5. If the first number you applied was a 1 (one), measure from the bottom right corner of it and mark a point the space width away along the **Base Line**. The space width is 60mm for Standard and Radial rig sails, and 40mm for 4.7 sails - see the appropriate Positioning Diagram. Place your template on the **Base Line** with its lower left corner on the new mark and pencil round the outline of it. Before peeling off the backing of the second number, place it within the pencil outline of the template. Pencil around the outline of the number, and apply it as in point 4, above.
6. If the first number you applied was not a 1 (one), place your template over it and make a pencil mark at the bottom right hand corner. Measure the space width from this mark along the Base Line and make a second pencil mark. Place the template, with its lower left hand corner on the second mark, pencil around the outline and then apply the next number as in point 4, above.
7. When a 1 (one) is to be applied after another number, make sure the appropriate space width between numbers along the **Base Line** is maintained, as shown in the positioning diagram. Use the bottom right hand corner of the template, placed over the preceding number to find the start of the space width on the **Base Line**.
8. Continue marking number positions using the template, the appropriate space widths between template corners, and applying numbers to complete the full sail number. Use the same method to apply national letters if they are required.

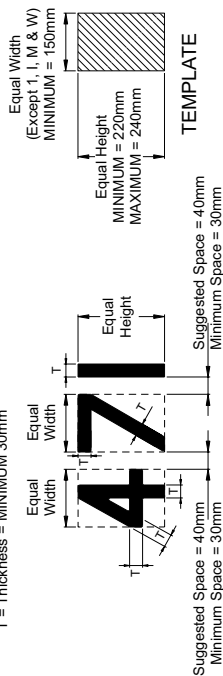
Port Side Numbers and National Letters

1. Spread the sail out flat on the working surface so that the port side of the sail is facing up. The leech (back edge of the sail) will be on the right hand side. Draw the **Base Line** for the port numbers (and letters).
2. Start with the letter or number closest to the leech making sure that no part of the number or letter crosses the 100mm **Limit Line** towards the leech. Follow the same method as for the starboard side of the sail, working along the **Base Line** away from the leech towards the luff.

4.7 SAIL NUMBER & LETTER SIZES AND POSITIONING

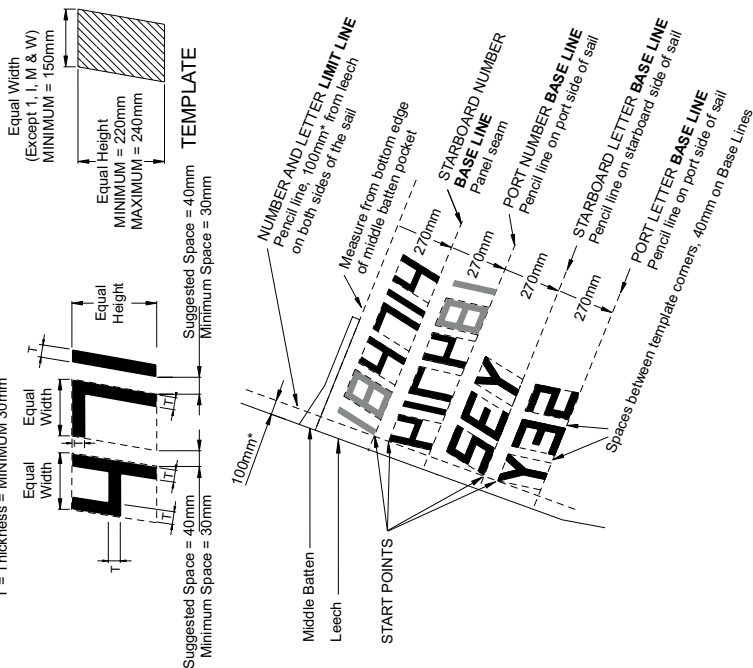
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 30mm



ANGLED NUMBERS AND LETTERS

T = Thickness = MINIMUM 30mm



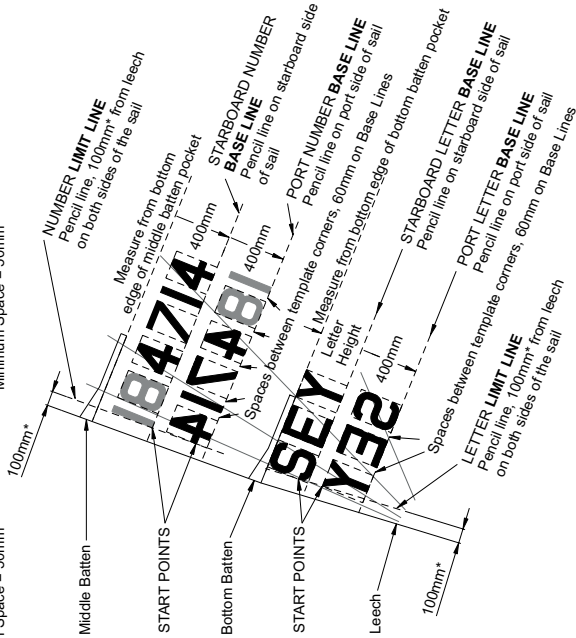
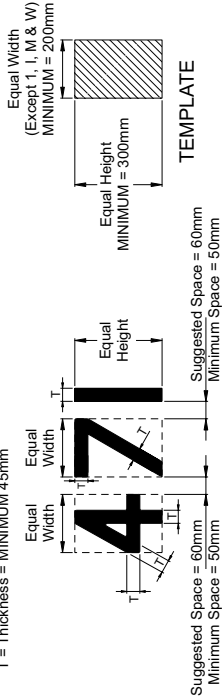
1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 30mm, SO USE 40mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK, PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE, COLOUR, PREFERABLY RED, ALL NATIONAL LETTERS TO BE ONE COLOUR, THEY MAY BE ONE OF THE COLOURS OF THE SAIL NUMBER DIGITS OR ANOTHER DISTINCTIVE COLOUR.
* CLOSEST POINT OF LETTER OR NUMBER SHOULD BE 100mm FROM LEECH, WITH TOLERANCE \pm 12 mm.

PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES

RADIAL SAIL NUMBER & LETTER SIZES AND POSITIONING

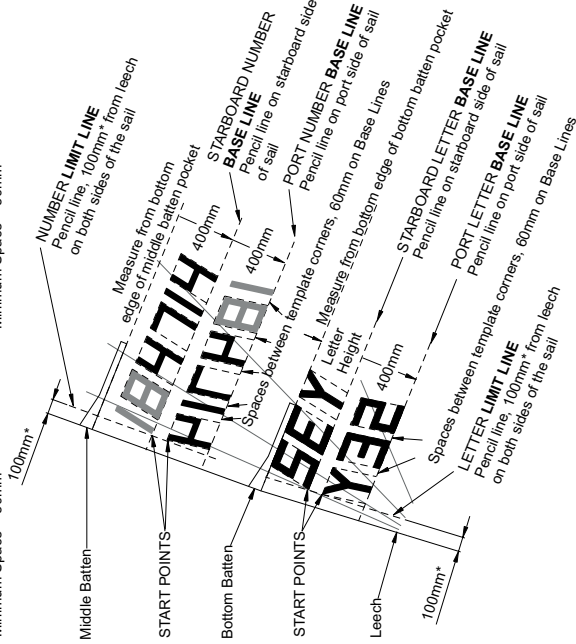
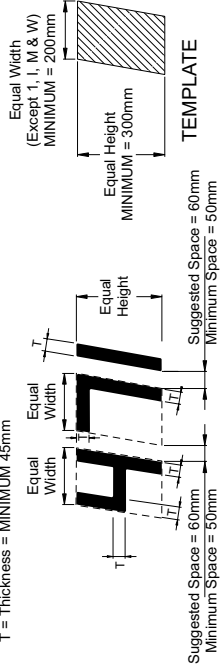
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



ANGLED NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



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

* CLOSEST POINT OF LETTER OR NUMBER SHOULD BE 100mm FROM LEECH, WITH TOLERANCE +/- 12 mm.

PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES

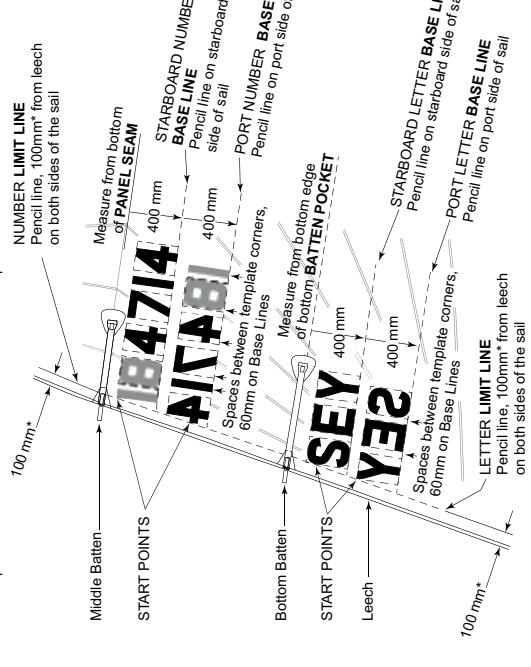
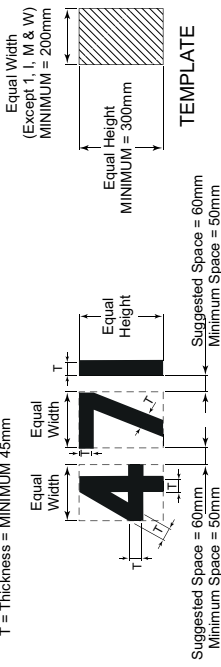


STANDARD MKII (BI-RADIAL CUT) SAIL NUMBER & LETTER SIZES AND POSITIONING

November 2020 Edition

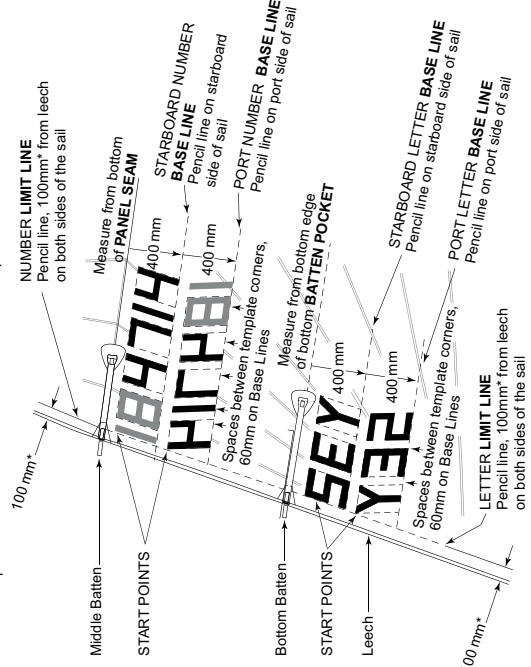
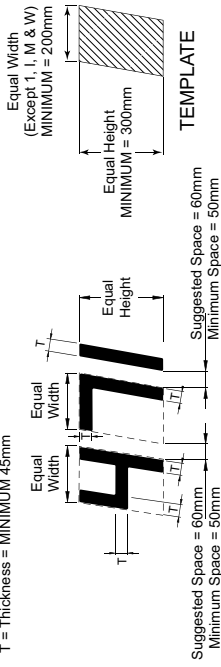
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



ANGLED NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



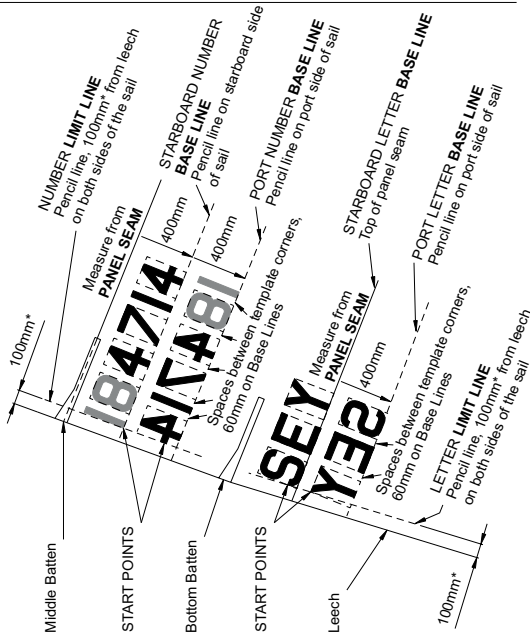
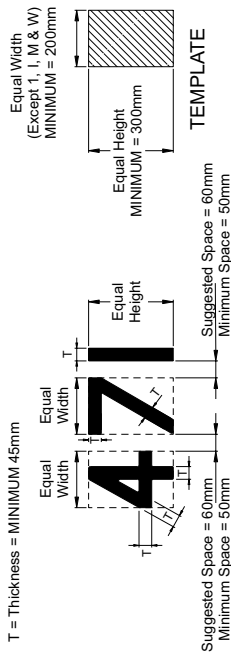
1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 50mm. SO USE 60mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
 2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK; DISTINCTIVE COLOUR OR BLACK; PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY RED. ALL NATIONAL LETTERS TO BE ONE COLOUR. THEY MAY BE ONE OF THE COLOURS OF THE SAIL NUMBER DIGITS OR ANOTHER DISTINCTIVE COLOUR.
- * CLOSEST POINT OF LETTER OR NUMBER SHOULD BE 100mm FROM LEECH, WITH TOLERANCE +/- 12 mm.

PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES

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

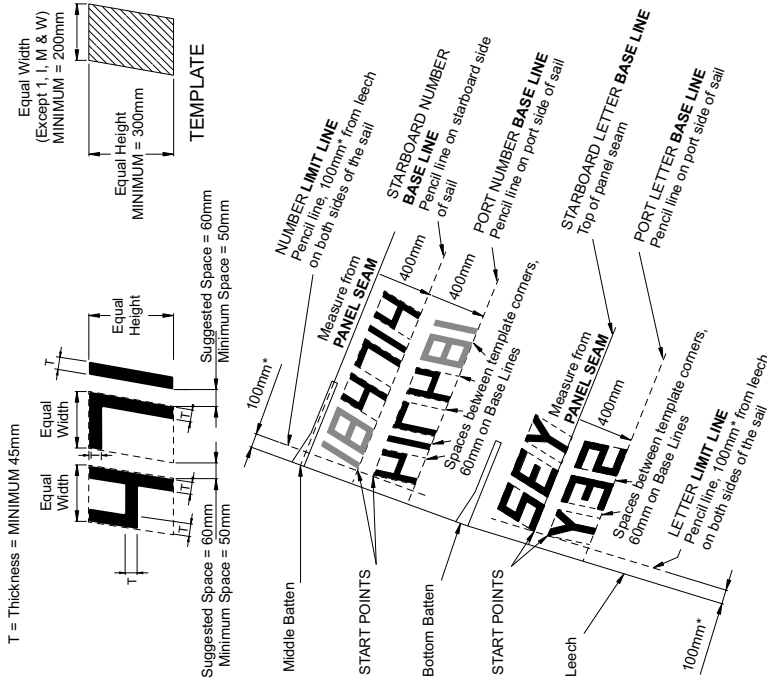
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



ANGLED NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 50mm, SO USE 60mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
 2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK, PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE, COLOUR, PREFERABLY RED. ALL NATIONAL LETTERS TO BE ONE DARK COLOUR. THEY MAY BE ONE OF THE COLOURS OF THE SAIL NUMBER DIGITS OR ANOTHER DISTINCTIVE COLOUR.
- CLOSEST POINT OF LETTER OR NUMBER SHOULD BE 100mm FROM LEECH, WITH TOLERANCE +/- 12 mm.

PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES

World Championship Archives

Before 1997, ILCA did not hold separate Radial or Youth Worlds. Except in 1980, entry to the Senior Worlds (Standard Rig) was restricted.

OLYMPIC GAMES

2016 Rio, Brazil

Standard

Countries 46

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

Radial

Countries 37

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

2012 London, UK

Standard

Countries 49

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

Radial

Countries 41

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

2008 Beijing, CHN

Standard

Countries 43

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

Radial

Countries 28

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

2004 Athens, GRE

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

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

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

2020 Melbourne, AUS

Open: Standard

Entries 124	Countries 44
1st Philipp Buhl	GER
2nd Matthew Wearn	AUS
3rd Tonči Stipanović	CRO
4th Jean Baptiste Bernaz	FRA
5th Elliot Hanson	GBR

Women: Radial

Entries 105	Countries 40	
1st	Marit Bouwmeester . . .	NED
2nd	Maxime Jonker	NED
3rd	Line Flem Høst	NOR
4th	Anne-Marie Rindom . . .	DEN
5th	Magdalena Kwasna . . .	POL

Men: Radial

Entries 66	Countries 11
1st Daniil Krutskikh	RUS
2nd Michael Compton	AUS
3rd Nik Pletikos	SLO
4th Brody Riley	AUS
5th Stefan Elliott-Shircore	AUS

2019 Sakaiminato-City, JPN

Open: Standard

Entries 158		Countries 57
1st	Tom Burton	AUS
2nd	Matthew Wearn	AUS
3rd	George Gautrey	NZL
4th	Sam Meech	NZL
5th	Nick Thompson	GBR

Women: Radial

Entries 111		Countries 49
1st	Lucia Falasca	ARG
2nd	Elyse Ainsworth	AUS
3rd	Annie Eastgate	AUS
4th	Casey Imeneo	AUS
5th	Mara Stransky	AUS

Men: Radial

Entries 32	Countries 5
1st Mark Louis.....	AUS
2nd Zac West.....	POL
3rd Jan Heurnick.....	AUS
4th Simon de Gendt.....	NOR
5th Guilherme Perez.....	POL

2019 Kingston, CAN

Youth Men: Radial

Entries 161	Countries 30	
1st	Yigit Yalçın Çitak	TUR
2nd	Aimilianos Monos	GRE
3rd	Michael Compton	AUS
4th	Piotr Malinowski	POL
5th	Tom Higgins	IRL

Youth Women: Radial

Entries 48	Countries 13	
1st	Matilda Nicholls	GBR
2nd	Paige Caldecoat	AUS
3rd	Eve McMahon	IRL
4th	Sophia Montgomery . .	THA
5th	Clare Gorman	IRL

U18 Men: 4.7

Entries 121		Countries 33
1st	Toby Coote	AUS
2nd	Oliver Gordon	AUS
3rd	Ian Louis	AUS
4th	Xavier McLachlan	AUS
5th	Charles Smith	AUS

U18 Women: 4.7

Entries 64	Countries 20
1st Mia Lovelady	AUS
2nd Evie Saunders	AUS
3rd Bayley Taylor	AUS
4th Livi Allen	CAN
5th Annalise	

2019 Split, CRO

U21: Standard

U21: Standard

Entries 146	Countries 42
1st	Juan Pablo Cardozo . . ARG
2nd	Clemente Seguel LacámaraCH
3rd	Vishnu Saravanan IND
4th	Yoshihiro Suzuki JPN
5th	Yigit Yalcin Citak TUR

U21: Radial Women

Entries 71	Countries 31
1st Wiktoria Gołębiewska .	POL
2nd Valeria Lomatchenko .	RUS
3rd Mariia Kislukhina	RUS
4th Chiara Benini Floriani .	ITA
5th Mara Stransky	AUS

2018 Aarhus, DEN

Open: Standard

Entries 165	Countries 66
1st Pavlos Kontides.....	CYP
2nd Matthew Wearn.....	AUS
3rd Philipp Buhl.....	GER
4th Sam Meech.....	NZL
5th Elliot Hanson.....	GBR

Women: Radial

Entries 119	Countries 53
1st Emma Plasschaert . . .	BEL
2nd Marit Bouwmeester . . .	NED
3rd Anne-Marie Rindom . .	DEN
4th Monika Mikkola	FIN
5th Paige Ralley	USA

2018 Kiel, GER

Men: Radial

Entries 94	Countries 26	
1st	Zac Littlewood	AUS
2nd	Aleksander Arian	POL
3rd	Caelin Winchcombe	AUS
4th	Uffe Tomsgaard	NOR
5th	Marcin Rudawski	POL

Youth Men: Radial

Entries 373		Countries 45
1st	Guido Gallinaro	ITA
2nd	Josh Armit	NZL
3rd	Francesco Viel	ITA
4th	Uffe Tomsgaard	NOR
5th	Rodolfo Silvestrini	ITA

Youth Women: Radial

Entries 101		Countries 29
1st	Matilda Talluri	ITA
2nd	Matilda Nicholls	GBR
3rd	Ana Moncada Sánchez	ESP
4th	Julia Büsselberg	GER
5th	Lillian Myers	USA

U218 Gdynia, POL

U21: Standard		
Entries 140	Countries 41	
1st	Philipp Loewe	GER
2nd	Max Wilken	GER
3rd	Liam Glynn	IRL
4th	Jonatan Vadnai	JUM

U21: Women

U21: Women	
Entries 73	Countries 30
1st Anna Munch	DEN
2nd Carolina Albano	ITA
3rd Elyse Ainsworth	AUS
4th Dolores Moreira	URU

U18 Men: 4.7

U18 Men: 4.7		
Entries 280	Countries 42	
1st	Daniel Hung	SGP
2nd	Michael Compton	AUS
3rd	Stefano Viale	PER
4th	Wonn Kye Lee	SGP

U18 Women: 4.7

U18 Women: 4.7		
Entries 158	Countries 35	
1st	Chiara Benini Floriani	ITA
2nd	Simone Chen	SGP
3rd	Giorgia Cingolani	ITA
4th	Eline Verstraeten	BEL

2017 Split, CRO

Open: Standard

Open: Standard		
Entries 148	Countries 52	
1st	Pavlos Kontides	CYP
2nd	Tom Burton	AUS
3rd	Matthew Wearn	AUS
4th	Philipp Buhl	GER

2017 Medemblik, NED

Women: Radial

Women: Radial

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

Men: Radial

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

Youth Men: Radial

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

Youth Women: Radial

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

2017 Nieuwpoort, BEL

U21: Standard

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

U21: Radial Women

Entries 66	Countries 27
1st	Mária Érdi HUN
2nd	Hannah Anderssohn . . GER
3rd	Magdalena Kwasna . . . POL
4th	Louise Cervera FRA
5th	Dolores Moreira

U18 Men: 4.7

U18 Men: 4.7

Entries 235	Countries 43
1st Yilkan Timursah	TUR
2nd Sofiane Karim	FRA
3rd Cesare Barabino	ITA
4th Pere Ponseti Mesquida	ESP

U18 Women: 4.7

U18 Women: 4.7		
Entries 115	Countries 30	
1st	Federica Cattarozzi . . .	ITA
2nd	Giorgia Cingolani	ITA
3rd	Ana Moncada Sanchez	ESP
4th	Julia Buesselberg	GER

2016 Nieuwpoort, BEL

Open: Standard

Open: Standard

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

Women: Radial

Women: Radial	
Entries 72	Countries 32
1st	Alison Young GBR
2nd	Paige Railey USA
3rd	Ann-Marie Rindom . . . DEN
4th	Marit Bouwmeester . . . NED

2016 Dun Laoghaire, IRL

Men: Radial

2016 Dun Laoghaire, IRL	
Men: Radial	
Entries 42	Countries 18
1st	Marcin Rudawski POL
2nd	Nik Pletikos SLO
3rd	Martin Manzoli Lowy BRA

Youth Men: Radial

5th	Jack Marshall	USA
Youth Men: Radial			
Entries 231		Countries 42	
1st	Henry Marshall	USA
2nd	Ewan McMahon	IRL
3rd	Bernie Chin	SIN

Youth Women: Radial

5th	Finnian Alexander . . .	AUS
Youth Women: Radial		
Entries 76	Countries 25	
1st	Zoe Thomson	AUS
2nd	Caroline Rosmo	NOR
3rd	Louise Cervera	FRA

2016 Kiel, GER**U21: Standard**

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

U21: Radial Women

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

U18 Men: 4.7

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

U18 Women: 4.7

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

2015 Kingston, CAN**Open: Standard**

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

Youth Men: Radial

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

Youth Women: Radial

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

2015 Al Musannah, OMA**Women: Radial**

Entries 100	Countries 49
1st Ann-Marie Rindom	DEN
2nd Marit Bouwmeester	NED
3rd Evi Van Acker	BEL
4th Tuula Tenkanen	FIN
5th Josefín Olsson	SWE

2015 Aarhus, DEN**Men: Radial**

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

2015 Medemblik, NED**U21: Standard**

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

U21: Radial Women

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

U18 Men: 4.7

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

U18 Women: 4.7

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

2014 Santander, ESP**Open: Standard**

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

2014 Santander, ESP**Women: Radial**

Entries 120	Countries 55
1st Marit Bouwmeester	NED
2nd Josefín Olsson	SWE
3rd Evi Van Acker	BEL
4th Tuula Tenkanen	FIN
5th Veronika K. Fenclova	CZE

2014 Rizinow, POL**Men: Radial**

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

Youth Men: Radial

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

Youth Women: Radial

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

2014 Douarnenez, FRA**U21: Standard**

Entries 105	Countries 33
1st Lorenzo Chiavarini	GBR
2nd Hermann Tommasgaard	NOR
3rd Stefano Peschiera	PER
4th Finn Lynch	IRL
5th Joao Souto de Oliveira	BRA

U21: Radial Women

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

2014 Karatsu, JPN**U18 Men: 4.7**

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

U18 Women: 4.7

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

2013 Al Musannah, OMA**Open: 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: Radial**

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

2013 Dun Laoghaire, IRL**Men: Radial**

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

2013 Al Musannah, OMA**Youth Men: Radial**

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

Youth Women: Radial

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

2013 Balatonfured, HUN**U21: Standard**

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

U21: Radial Women

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

U18 Men: 4.7

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

U18 Women: 4.7

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

2012 Boltenhagen, GER**Open: Standard**

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

2012 Boltenhagen, GER**Women: 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: Standard**

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

2012 Brisbane, AUS**Men: Radial**

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

Youth Men: Radial

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

Youth Women: Radial

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

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

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

U16 Men: 4.7

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

U18 Women: 4.7

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

U16 Women: 4.7

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

2011 Perth, AUS**Open: Standard**

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

Women: 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: Standard**

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

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

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

Youth Men: Radial

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

Youth Women: Radial

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

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

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

U16 Men: 4.7

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

U18 Women: 4.7

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

U16 Women: 4.7

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

2010 Hayling Island, GBR**Open: 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: 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: Radial**

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

Men: Radial

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

Youth Men: Radial

Entries 228	Countries 41
1st Giovanni Coccoluto.....ITA	
2nd Tadeusz Kubiak.....POL	
3rd Luca Antognoli.....ITA	
4th Stefano Mazzafferro.....BRA	
5th Mitchell Kiss.....USA	

Youth Women: 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: 4.7**

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

U18 Women: 4.7

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

U16 Mixed: 4.7

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

2009 Halifax, CAN**Open: 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: Radial**

Entries 88	Countries 30
1st Sari Multala.....FIN	
2nd Sophie de Turckheim.....FRA	
3rd Anna Tunnicliffe.....USA	
4th Marit Bouwmeester.....NED	
5th Lilia Xu.....CHN	

Men: Radial

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

Youth Men: Radial

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

Youth Women: Radial

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

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

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

Youth Women: 4.7

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

2008 Terrigal, AUS**Open: 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: Radial**

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

Men: 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: 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: Radial

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

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

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

Youth Women: 4.7

Entries 116	Countries 32
1st Elina Yinn.....SIN	
2nd Matea Senkic.....CRO	
3rd Antea Kordic.....CRO	
4th Coro Leveque Patricia ESP	
5th Charlotte Asselt.....NED	

2007 Cascais, POR**Open: 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: Radial

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

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

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

Youth Men: Radial

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

Youth Women: 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: 4.7**

Entries 95	Countries 27
1st Filip Matika.....CRO	
2nd Baepi Pinna.....BRA	
3rd Alexander Zimmermann PER	
4th Boris Bignoli.....ITA	
5th Jakob Bozic.....SLO	

Youth Women: 4.7

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

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

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

2006 Los Angeles, USA**Men: 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: Radial

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

Youth Men: Radial

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

Youth Women: 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: 4.7**

Entries 237	Countries 27
1st Lin Yinn Cheng.....SIN	
2nd Victor Serezhkin.....RUS	
3rd Marko Perica.....CRO	
4th Fran Perucic.....CRO	
5th Giuseppe Linares.....ITA	

Youth Women: 4.7

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

2005 Fortaleza, BRA**Open: Standard**

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

Men: 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: Radial

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

Youth Men: Radial

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

Youth Women: Radial

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

2005 Barrington, USA**Entries 92****Youth Men: 4.7**

1st Joaquin Blanco.....ESP	
2nd Adam Sims.....GBR	
3rd Dany Stanisic.....SLO	
4th Gune Kapitan.....TUR	
5th Marco Teixidor.....PUR	

Youth Women: 4.7

1st Stephanie Roble.....USA	
2nd Annie Haeger.....USA	
3rd Cecilia Aragao.....BRA	
4th Matilde Fabbrì.....ITA	
5th Nilsu Orgen.....TUR	

2004 Bitez, TUR**Open: Standard**

Entries 145	Countries 60
1st Robert Scheidt.....BRA	
2nd Mark Mendellblatt.....USA	
3rd Michael Blackburn.....AUS	
4th Hamish Pepper.....NZL	
5th Karl Suneson.....SWE	

2004 Brisbane, AUS**Men: Radial**

Entries 133	Countries 11
1st Michael Blackburn.....AUS	
2nd Aron Lolic.....CRO	
3rd Tom Slingsby.....AUS	
4th Blair Mclay.....NZL	
5th Marc Orams.....NZL	

Women: Radial

Entries 37	Countries 12
1st Krystel Weir.....AUS	
2nd Christine Bridge.....AUS	
3rd Cecilia Carranza Saroli ARG	
4th Nufar Edelman.....ISR	
5th Gha Jutjens.....NED	

Youth: Radial

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

2004 Riva del Garda, ITA**Entries 276**

1st Justin Onviek.....RSA	
2nd Johannes Frei.....CRO	
3rd Ivo Kalebic.....CRO	
4th Alexander Dolan.....IRL	
5th Pierre Angelo Collura FIN	

Youth Women: 4.7

1st Anita Di Iasio.....ITA	
2nd Tina Mihelc.....CRO	
3rd Cansin Karga.....TUR	
4th Vanessa le Bouteiller FRA	
5th Clare Chapple.....GBR	

2003 Cadiz, ESP**Open: 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: Radial**

Entries 231	Countries 31
1st Aron Lolic.....CRO	
2nd Jake Bartrom.....NZL	
3rd Karlo Krepeljovic.....CRO	
4th Max Bully.....FRA	
5th Marc Jux.....CHI	

Women: Radial

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

Youth: Radial

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

2003 Cesme, TUR

Entries 98	Countries 18
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Youth Men: 4.7

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

Youth Women: 4.7

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

2002 Hyannis, USA**Open: Standard**

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

2002 Ontario, CAN**Men: Radial**

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

Women: Radial

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

Youth: Radial

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

2002 Mulderstrand, NED

Entries 124	Countries 16
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Youth Men: 4.7

1st Tonci Stipanovic	CRO
2nd Daniel Michelic	CRO
3rd Colin Robard	NED
4th Stefano Meciani	ITA
5th Dennis Karpak	EST

Youth Women: 4.7

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

2001 Cork, IRL**Open: Standard**

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

2001 Vilanova, ESP**Men: Radial**

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

Women: Radial

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

Youth: Radial

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

2000 Cancun, MEX**Open: 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: 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: Radial

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

Youth: Radial

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

1999 Melbourne, AUS**Open: 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: Radial**

Entries 147	Countries 27
1st Adonis Bougiouris	GRE
2nd Gustavo Lima	POR
3rd Teddy Questroy	FRA
4th Luka Radelic	CRO
5th Vagelis Chimonas	GRE

Women: 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: Radial

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

1998 Medemblik, NED**Men: Radial**

Entries 209	Countries 25
1st Gustavo Lima	POR
2nd Adonis Bougiouris	GRE
3rd Alexandros Logothetis	GRE
4th Raimondus Siugzdinis	LTU
5th Luca Radelic	CRO

Women: Radial

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

Youth: Radial

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

1997 Algarrobo, CHI**Open: 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: Radial**

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

Women: Radial

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

Youth: 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: 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: 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: Radial

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

1995 Tenerife, ESP**Open: Standard**

Entries 137	Countries 39
1st Robert Scheidt	BRA
2nd Nik Burfoot	NZL
3rd Eivind Melbye	NOR
4th Hamish Pepper	NZL
5th Michael Blackburn	AUS

Men: Radial

Entries 66	Countries 18
1st Brendan Casey	AUS
2nd Tim Shuwalow	AUS
3rd Gustavo Lima	POR
4th Sean Kirkjan	AUS
5th David Huet	FRA

Women: Radial

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

1994 Wakayama, JPN**Open: Standard**

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

Men: Radial

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

Women: 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: 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: Radial

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

Women: Radial

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

1991 Porto Carras, GRE**Open: Standard**

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

Men: Radial

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

Women: Radial

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

1990 Newport, USA**Open: Standard**

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

Men: Radial

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

Women: Radial

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

1989 Aarhus, DEN**Open: 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: Radial

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

Women: Radial

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

1988 Falmouth, GBR**Open: Standard**

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

Women: Radial	
Entries 31	Countries 14
1st Jacqueline Ellis	AUS
2nd Ardis Bollweg	NED
3rd Ann Keates	GBR
4th Ulrika Antonsson	SWE
5th Johanna Harkonmaki	FIN
Youth: Standard	
Entries 62	Countries 20
1st Ville Aalto Setälä	FIN
2nd Joakim Berg	SWE
3rd Jeroen Harderwijk	NED
4th Jon Lasenby	GBR
5th Nikos Nikolsoudis	GRE

1987 Melbourne, AUS	
Open: Standard	
Entries 130	Countries 20
1st Stuart Wallace	AUS
2nd Gunnli Pedersen	DEN
3rd Peter Tanscheit	BRA
4th Nelson Alencastro	BRA
5th Simon Cole	GBR

1985 Halmstad, SWE	
Open: Standard	
Entries 108	Countries 28
1st Lawrence Crispin	GBR
2nd Andreas John	GER
3rd Benny Andersen	DEN
4th Gustaf Svensson	SWE
5th Stefan Warkalle	GER

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

1983 Gulfport, USA	
Open: 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: Standard	
Entries 16	Countries 8
1st Betsy Gelanitis	USA
2nd Lynne Jewell	USA
3rd Carolee Spooner	CAN
4th Virginia Perry	USA
5th Susanne Madsen	DEN

1982 Sardinia, ITA	
Open: 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: Standard	
Entries 23	Countries 10
1st Marion Steenhuis	NED
2nd Vittoria Masotto	ITA
3rd Francesca Pavesi	ITA
4th Susanne Schmidt	GER
5th Barbara Champion	GBR

1980 Kingston, CAN	
Open: Standard	
Entries 350	Countries 25
1st Ed Baird	USA
2nd Jose Barcel Dias	BRA
3rd John Curler	NZL
4th Sjaak Haakman	NED
5th Duncan Lewis	CAN

Women: Standard	
Entries: 20	Countries 10
1st Marit Soderstrom	SWE
2nd Lynne Jewell	USA
3rd Cheryl Smith	NZL
4th Annette Henderson	CAN
5th Kathy Karlson	USA

1979 Perth, AUS	
Open: Standard	
Entries 93	Countries 25
1st Lasse Hjortnaes	DEN
2nd Peter Conde	AUS
3rd Andrew Menkart	USA
4th Cor Van Aanholt	NED
5th David Perry	USA

1977 Cabo Frio, BRA	
Open: 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: Standard	
Entries 77	Countries 24
1st John Bertrand	USA
2nd Barry Thom	NZL
3rd Edward Adams	USA
4th Jeff McFarigall	USA
5th Emile Pels	NED

1974 Bermuda	
Open: Standard	
Entries 108	Countries 24
1st Peter Commette	USA
2nd Norm Freeman	USA
3rd Chris Boome	USA
4th Hugo Schmidt	USA
5th Carl Buchan	USA

MASTERS WORLD CHAMPIONSHIPS

2019 Port Zélande, NED	
Standard	
Entries 305	Countries 27
Apprentices	
1st Dave Ridley	NZL
2nd Eduard Van Vianen	NED
3rd Jared West	ESP
4th Michiel Peeters	NED
5th Gordon Welsh	CAN

Masters	
1st Serge Kats	NED
2nd Brett Beyer	AUS
3rd Adonis Bougiouris	GRE
4th Christoph Marsano	AUT
5th Stuart Hudson	GBR

Grand Masters	
1st Carlos Martinez	ESP
2nd Stefan Nordström	SWE
3rd Rik Wolters	NED
4th Tomas Nordqvist	SWE
5th Per Arne Nilsson	NOR

Great Grand Masters	
1st Wolfgang Gerz	GER
2nd Peter Shenwin	GBR
3rd Michael Hicks	GBR
4th Don Hahl	USA
5th John Robertson	AUS

Radial	
Apprentices	
1st Jon Emmett	GBR
2nd Georgia Chimona	GRE
3rd Javier Tejedor	ESP
4th Tulloch Priest	GBR
5th Nathalie Gunst	BEL

Women Apprentices	
1st Georgia Chimona	GRE
2nd Nathalie Gunst	BE
3rd Pernilla Ekelund	SWE
4th Annemarie van Nes	NED
5th Anastasiya Kalinina	RUS

Masters	
1st Scott Leith	NZL
2nd Anders Mattsson	SWE
3rd Leydet Jean-Christophe	FRA
4th Peppu Marinelli	ITA
5th Ian Jones	GBR

Women Masters	
1st Giovanna Lenci	ITA
2nd Zilla Fokke	NED
3rd Martine Polderman	van Leeuwen NED
4th Caroline Berghuis	NED
5th Annemiekke Beemster	NED

Grand Masters	
1st Gilles Coadou	FRA
2nd Kim Tan	NED
3rd Timothy Woodford	CAN
4th Wilmar Groenendijk	NED
5th Martin van Olfen	NED

Women Grand Masters	
1st Vanessa Dudley	AUS
2nd Lyndal Patterson	AUS
3rd Camilla Graves	AUS
4th Martien Zeegers-Nouwen	NED
5th Ann Loren	SWE

Great Grand Masters	
1st Jeff Loosemore	AUS
2nd Bill Symes	USA
3rd Henk Wittenberg	NED
4th Jaap Mazereeuw	NED
5th Robert Lowndes	AUS

Women Great Grand Masters	
1st Hilary Thomas	GBR
Legends (75+)	
1st Kerry Waraker	AUS
2nd Johan van Rossem	CAN
3rd Kevin Phillips	AUS
4th Peter Seidenberg	USA
5th Steve Avery	USA

2018 Dún Laoghaire, IRL	
Standard	
Entries 302	Countries 25
Apprentices	
1st Leandro Rosado	ESP
2nd Gord Welsh	CAN
3rd Roger O'Gorman	IRL
4th David Quinn	IRL
5th Pete Smyth	IRL

Masters	
1st Brett Beyer	AUS
2nd Niklas Edler	SWE
3rd David Whait	AUS
4th Orlando Gledhill	GBR
5th Peter Hurley	USA

Grand Masters	
1st Mark Lyttle	GBR
2nd Carlos Martinez	ESP
3rd Arnold Hummel	NED
4th Gavin Dagley	AUS
5th Tomas Nordqvist	SWE

Great Grand Masters	
1st Wolfgang Gerz	GER
2nd Michael Hicks	GBR
3rd Charles Campion	GBR
4th Alan Keen	RSA
5th Mark Bethwaite	AUS

Radial	
Apprentices	
1st Ben Elvin	GBR
2nd Thomas Chaix	IRL
3rd Andrew Byrne	GBR
4th Niall Peelo	GBR
5th Darrell Reamsbottom	IRL

Women Apprentices	
1st Alison Stevens	GBR
Masters	
1st Scott Leith	NZL
2nd Ian Jones	GBR
3rd Robert Hallawell	USA
4th Andrew Holdsworth	USA
5th Fredrik Wallander	SWE

Women Masters	
1st Caroline Muselet	CAN
2nd Giovanna Lenci	ITA
3rd Alexandra Weirhauch	GER
4th Dirma Eisenga	NED
5th Shirley Gilmore	IRL

Grand Masters	
1st Stephen Cockerill	GBR
2nd Gustaf Svensson	SWE
3rd Timothy Woodford	CAN
4th James Mitchell	AUS
5th Robert Britten	CAN

Women Grand Masters	
1st Lyndal Patterson	AUS
2nd Camilla Graves	AUS
3rd Claudine Tatibouet	FRA
4th Sue Ritchie	GBR
5th Lesley Reichenfeld	CAN

Great Grand Masters	
1st Bill Symes	USA
2nd Lasse Westasson	SWE
3rd Christopher Boyd	IRL
4th Jean-Luc Dreyer	SUI
5th Lorenz Müller	SUI

Women Great Grand Masters	
1st Hilary Thomas	GBR
Legends (75+)	
1st Peter Seidenberg	USA
2nd Lindsay Hewitt	USA
3rd David Wylie	AUS
4th Steve Avery	USA
5th Jay Winberg	USA

Women Legends (75+)	
1st Deirdre Webster	CAN

2017 Split, CRO	
Standard	
Entries 349	Countries 35
Apprentices	
1st Maciej Grabows	POL
2nd Maxim Semerkh	RUS
3rd Adonis Bougiouris	GRE
4th Guilherme Roth	BRA
5th Girls Fisers-Blu	LAT

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

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

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

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

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

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

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

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

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

Great Grand Masters	
1st Bill Symes	USA
2nd Robert Lowndes	AUS
3rd Kerry Waraker	AUS
4th Peter Seidenberg	USA
5th Peter Heywood	AUS
6th Michael Kinneer	GBR

Women Great Grand Masters	
1st Hilary Thomas	GBR
2nd Gill Waitling	NZL
3rd Deirdre Webster	CAN
Over 75 Masters	
1st Kerry Waraker	AUS
2nd Peter Seidenberg	USA
3rd Steve Avery	USA
4th Roger Williams	GBR
5th Claude Tigier	FRA

2016 Nuevo Vallarta, MEX	
Standard	
Entries 227	Countries 23
Apprentices	
1st Pablo Rabago	MEX
2nd Guilherme Roth	BRA
3rd Alejandro Rabago	MEX
4th Alfonso Aguilar	MEX
5th Fabian Gomez-Ibarra	MEX

Masters

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

Grand Masters

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

Great Grand Masters

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

Radial**Apprentices**

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

Women Apprentices

1st	Natalya Gontcharova	USA
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Masters

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

Women Masters

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

Grand Masters

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

Women Grand Masters

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

Great Grand Masters

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

Women Great Grand Masters

1st	Hilary Thomas	GBR
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Over 75 Masters

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

2015 Kingston, CAN

Entries 247 Countries 25

Standard

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

Masters

1st	Brett Beyer	AUS
2nd	Peter Hurley	USA
3rd	Ari Barshi	DOM
4th	Mark Jacobi	USA
5th	Brad Taylor	AUS

Grand Masters

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

Great Grand Masters

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

Radial**Apprentices**

1st	Scott Leith	NZL
2nd	Zac Skulander	AUS
3rd	Steven Smith	GBR
4th	Pierre-Olivier Roy	CAN
5th	Duncan Whitrow	GBR

Women Apprentices

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

Masters

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

Women Masters

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

Grand Masters

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

Women Grand Masters

1st	Paule Samson	CAN
2nd	Judith Krinski	USA

Great Grand Masters

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

Women Great Grand Masters

1st	Hilary Thomas	GBR
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Over 75 Masters

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

Women Over 75 Masters

1st	Deirdre Webster	CAN
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2014 Hyeres, FRA

Entries 499 Countries 36

Standard

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

Masters

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

Grand Masters

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

Great Grand Masters

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

Radial**Apprentices**

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

Women Apprentices

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

Masters

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

Women Masters

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

Grand Masters

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

Women Grand Masters

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

Great Grand Masters

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

Women Great Grand Masters

1st	Hilary Thomas	GBR
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Over 75 Masters

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

Women Over 75 Masters

1st	Deirdre Webster	CAN
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4.7**Masters**

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

Women Masters

1st	Akemi Nagaoka	JPN
2nd	Waltraud Schmitt	FRA

2013 Al Mussanah, OMA

Entries 186 Countries 31

Standard**Apprentices**

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

Masters

1st	Al Clark	CAN
2nd	Arnoud Hummel	NED
3rd	Chris Dawson	AUS
4th	Benoit Meesemaeker	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 Britten	CAN

Great Grand Masters

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

Radial**Apprentices**

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

Women Apprentices

1st	Kimberly Couranz	USA
2nd	Alexandra Weihrach	GER

Masters

1st	Ian Jones	GBR
2nd	Joao Ramos	BRA
3rd	Martin Van Offlen	NED
4th	Matthias Bruhl	GER
5th	Robert Cage	GBR

Women Masters

1st	Agneta Jonsson	SWE
2nd	Diane Sissingh	AUS
3rd	Martien Zeegers-Nouwen	NED
4th	Lindsay Whetton	USA

Grand Masters

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

Women Grand Masters

1st	Vanessa Dudley	AUS
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Great Grand Masters

1st	Peter Seidenberg	USA
2nd	Keith Wilkins	GBR
3rd	Henk Wittenberg	NED
4th	Michael Kinnear	GBR
5th	Steve Avery	USA

Women Great Grand Masters

1st	Hilary Thomas	GBR
2nd	Elaine Capps	AUS

2012 Brisbane, AUS

Entries 232 Countries 19

Standard**Apprentices**

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

Masters

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

Grand Masters

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

Radial**Apprentices**

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

Women Apprentices

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

Masters

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

Women Masters

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

Grand Masters

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

Masters		
1st	Arnoud Hummel	NED
2nd	Brett Beyer	AUS
3rd	Scott Ferguson	USA
4th	Russ Silvestri	USA
5th	Otto Strandvig	DEN
Grand Masters		
1st	Colin Dibb	AUS
2nd	Peter Vessella	USA
3rd	Malcolm Courts	GBR
4th	Lard Hansen	USA
5th	Wolfgang Gerz	GER
Radial		
Apprentices		
1st	Scott Leith	NZL
2nd	Edmund Tam	NZL
3rd	Ian Gregory	GBR
4th	Joe Burcar	USA
5th	Pablo Cervantes	MEX
Women Apprentices		
1st	Buff Wendt	USA
2nd	Michelle Davis	USA
3rd	Kate Easton	CAN
Masters		
1st	Al Clark	CAN
2nd	Carlos E. Wanderley	BRA
3rd	Marcelo Fuchs	BRA
4th	Gary Ratcliffe	AUS
5th	Mark Page	NZL
Women Masters		
1st	Diane Sissingh	AUS
2nd	Isabelle Barbeau	TAH
Grand Masters		
1st	William Symes	USA
2nd	Bruce Martinson	USA
3rd	Robert Lowndes	AUS
4th	Peter Heywood	AUS
5th	Walt Spevak	USA
Women Grand Masters		
1st	Lesley Reichenfeld	CAN
2nd	Irina Pashutin	ISR
3rd	Kathy Luciano	USA
Great Grand Masters		
1st	Keith Wilkins	GBR
2nd	Peter Seidenberg	USA
3rd	Jim Quinn	NZL
4th	Lindsay Hewitt	USA
5th	Michael Kinnear	GBR
2010 Hayling Island, GBR		
Entries 354 Countries 31		
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
Radial		
Apprentices		
1st	Scott Leith	NZL
2nd	Jean-Christophe Leydet	FRA
3rd	Matthias Bruhl	GER
4th	Ian Jones	GBR
5th	Edmund Tam	NZL
Women Apprentices		
1st	Caroline Muselet	CAN
2nd	Rosie Tribe	GBR
3rd	Brenda Hout	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		
Standard		
Apprentices		
1st	Adonis Bougiouris	GRE
2nd	Brett Beyer	AUS
3rd	Orlando Gledhill	GBR
4th	Ray Davies	CAN
5th	Stewart Casey	AUS
Masters		
1st	Scott Ferguson	USA
2nd	Arnoud Hummel	NED
3rd	Andrew Pimental	USA
4th	Mark Bear	USA
5th	Jan Scholten	AUS
Grand Masters		
1st	Wolfgang Gerz	GER
2nd	Mark Bethwaite	AUS
3rd	Alan Keen	RSA
4th	Jack Schlachter	USA
5th	Bill Symes	USA
Radial		
Apprentices		
1st	Richard Bott	AUS
2nd	Scott Leith	NZL
3rd	Grant Willmott	AUS
4th	Edmund Tam	NZL
5th	Matthias Bruhl	GER
Women Apprentices		
1st	Alison Casey	AUS
2nd	Yvonne Malmsten	SWE
3rd	Kimberley Couranz	USA
Masters		
1st	Carlos E. Wanderley	BRA
2nd	Greg Adams	AUS
3rd	Joao Ramos	BRA
4th	Michael Knowsley	NZL
5th	Nigel Heath	CAN
Women Masters		
1st	Lyndall Patterson	AUS
2nd	Vanessa Dudley	AUS
3rd	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	USA
2nd	Hilary Thomas	GBR
3rd	Gill Waiting	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		
Standard		
Apprentices		
1st	Brett Beyer	AUS
2nd	Rohan Lord	NZL
3rd	Jyrki Taiminen	FIN
4th	Orlando Gledhill	GBR
5th	Christopher Gowers	GBR
Masters		
1st	Jan Scholten	AUS
2nd	Bradley Taylor	AUS
3rd	Peter Conde	AUS
4th	Andy Roy	CAN
5th	Colin Dibb	AUS
Grand Masters		
1st	Mark Bethwaite	AUS
2nd	Wolfgang Gerz	GER
3rd	Jack Schlachter	AUS
4th	Robert Lowndes	AUS
5th	Michael Nissen	GER

Radial		
Apprentices		
1st	James Liebl	USA
2nd	John Jagger	AUS
3rd	Richard Bott	AUS
4th	Scott Leith	NZL
5th	David Early	AUS
Women Apprentices		
1st	Alison Casey	AUS
2nd	Justine Ella	AUS
3rd	Yvonne Malmsten	SWE
Masters		
1st	Mark Orams	NZL
2nd	Stephen Cockerill	GBR
3rd	Greg Adams	AUS
4th	Al Clark	CAN
5th	Chris Raab	USA
Women Masters		
1st	Christine Bridge	AUS
2nd	Lyndall Patterson	AUS
3rd	Vanessa Dudley	AUS
Grand Masters		
1st	Peter Heywood	AUS
2nd	Brian Watson	AUS
3rd	Peter Whipp	GBR
4th	Lew Verdon	AUS
5th	Ian Rawet	GBR
Women Grand Masters		
1st	Gill Waiting	NZL
Great Grand Masters		
1st	Peter Seidenberg	USA
2nd	Kerry Waraker	AUS
3rd	Tom Speed	AUS
4th	Jim Quinn	NZL
5th	Howard Taylor	AUS
2007 Roses, ESP		
Entries 419 Countries 33		
Standard		
Apprentices		
1st	Brett Beyer	AUS
2nd	Orlando Gledhill	GBR
3rd	Stephen Cockerill	GBR
4th	Xan 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 Sörensson	SWE
4th	Jack Schlachter	AUS
5th	William Symes	USA
Radial		
Apprentices		
1st	Mark	NZL
2nd	Freek Miranda	NED
3rd	Wilmar Groenendijk	NED
4th	Matthias Bruhl	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 Batscheffsky	FIN
4th	John Reay	GBR
5th	Richard Major	GBR
Women Masters		
1st	Lyndall Patterson	AUS
2nd	Janet Kemp	AUS
3rd	Claudine Tatibouet	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		
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	Andi Martine	DOM
5th	Malcolm Courts	GBR
Grand Masters		
1st	Doug Peckover	USA
2nd	Robert Lowndes	AUS
3rd	Derek Breitenstein	FIN
4th	Bob Blakey	NZL
5th	Ken Brown	CAN
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 Batscheffsky	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	Sandy Grigg	NZL
4th	Tom Speed	NZL
5th	Gregg 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		
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
Radial		
Apprentices		
1st	Mark Orams	NZL
2nd	Stephen Cockerill	GBR
3rd	Carlos Eduardo Wanderley	BRA
4th	David Early	HKG
5th	Wilmar Groenendijk	NED
Women Apprentices		
1st	Kim Ferguson	USA
2nd	Lisa Garaty	AUS
Masters		
1st	Alexander Nikolaev	RUS
2nd	Adam French	AUS
3rd	Chris Raab	USA
4th	Aldo Cezar Guimarães	BRA
5th	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	AUS
3rd	Alden Shattuck	USA
4th	Poopy Marcon	FRA
5th	Peter Whipp	GBR

Great Grand Masters

1st	Kerry Waraker	AUS
2nd	Peter Seidenberg	USA
3rd	Dennis 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	Dave Edmiston	AUS
4th	Robert Lowndes	AUS
5th	Sandy Grigg	NZL

Radial**Apprentices**

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

Women Apprentices

1st	Yvonne Malmlsten	SWE
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Masters

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

Women Masters

1st	Lyndall Patterson	AUS
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Grand Masters

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

Great Grand Masters

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

2003 Cadiz, ESP

Entries 236 Countries 27

Standard**Apprentices**

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

Masters

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

Grand Masters

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

Radial**Apprentices**

1st	Wilmar Groenendijk	NED
2nd	Thomas Deimling	GER
3rd	Roberta Hartley	GBR
4th	Martin Batschefsky	FIN
5th	Luis Martin Propato	ARG

Women Apprentices

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

Masters

1st	Alastair McMichael	AUS
2nd	Bruce Martinson	USA
3rd	Lyndall Patterson	AUS
4th	Christian Borenus	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 Speed	NZL
3rd	Bill Watson	GBR
4th	Heinz Gebauer	CAN
5th	Dennis O'Sullivan	IRL

2002 Hyannis, USA

Entries 270 Countries 24

Standard**Apprentices**

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

Masters

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

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 Madden	NZL
3rd	Mark Miller	NZL
4th	James Johnston	USA
5th	Low Verdon	AUS

Great Grand Masters

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

Women

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

2001 Cork, IRL

Entries 314 Countries 25

Standard**Apprentices**

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

Masters

1st	Colin Dibb	AUS
2nd	Ian Leiberger	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

Radial**Great Grand Masters**

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

Radial Open

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

Radial Women

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

2000 Cancun, MEX

Entries 147 Countries 20

Standard**Apprentices**

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

Masters

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

Grand Masters

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

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

Radial Open

1st	Adam French	AUS
2nd	Wilmar Groenendijk	NED
3rd	Glyn Purnell	GBR
4th	Low Verdon	AUS
5th	Henry de Wolf Jr.	USA

Radial Women

1st	Sally Sharp	GBR
2nd	Jennie Cunn	USA
3rd	Karyn Voos	USA
4th	Alison Knight	IVB

1999 Melbourne, AUS

Entries 237 Countries 22

Standard**Apprentices**

1st	Mark Littlejohn	GBR
2nd	Andreas John	GER
3rd	Alan Davis	GBR
4th	Bill O'Hara	IRL
5th	Brad Taylor	AUS

Masters

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

Grand Masters

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

Radial**Great Grand Masters**

1st	Graham Read	AUS
2nd	Hanyoshi Kimura	JPN
3rd	Geoffrey Myburgh	RSA
4th	Kurt Zueger	SUI
5th	Peter O'Grady	AUS

Radial Open

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

Radial Women

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

Standard**Apprentices**

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

Masters

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

Grand Masters

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

Radial**Great Grand Masters**

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

Radial Open

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

Standard**Apprentices**

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

Masters

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

Grand Masters

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

Radial**Radial Open**

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

1995 Tenerife, ESP

Entries 113 Countries 20

Standard

Masters	
1st Keith Wilkins	GBR
2nd Hiroyuki Uehara	JPN
3rd Mark Bethwaite	AUS
4th Katsumi Hirano	JPN
5th Ian Rawet	GBR
Grand Masters	
1st Colin Lovelady	AUS
2nd Peter Seidenberg	USA
3rd Denis O'Sullivan	IRL
4th Barry Pownall	AUS
5th Tony Denham	AUS

1993 Takapuna, NZL

Entries 186 Countries 22

Apprentices	
1st Paul Page	NZL
2nd Neville Wittey	AUS
3rd Murray Thom	NZL
4th Andrew York	AUS
5th Lance Burger	USA
Masters	
1st Keith Wilkins	GBR
2nd John Rigg	AUS
3rd Mark Bethwaite	AUS
4th Barry Waller	AUS
5th John Douglas	NZL
Grand Masters	
1st Colin Lovelady	AUS
2nd Denis O'Sullivan	USA
3rd Barry Pownall	AUS
4th Ralph Ellis	AUS
5th John Maynard	GBR

Great Grand Masters

1st Doug Bates	NZL
2nd Robert Saltmarsh	USA

Women

1st Jill Robertson	CAN
2nd Sally Sharp	USA

1991 Porto Carras, GRE

Entries 107 Countries 23

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 Gerlinger	GER
5th Ilkka Schroderus	FIN
Grand Masters	
1st Colin Lovelady	AUS
2nd Friedhelm Lixenfeld	GER
3rd Heinz Gebauer	CAN
4th Nick Paine	GBR
5th Tony Denham	AUS

1990 New Bedford, USA

Entries 112 Countries 19

Apprentices

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

Masters	
1st Denis O'Sullivan	IRL
2nd Peter Seidenberg	CAN
3rd Joe Van Rossem	CAN
4th Curt Bildner	SWE
5th David Olson	USA
Grand Masters	
1st Friedhelm Lixenfeld	GER
2nd Jim Christopher	USA
3rd Tony Denham	AUS
4th Norman Freeman	USA
5th Nick Paine	GBR

1989 Aarhus, DEN

Entries 114 Countries 25

Apprentices

1st Keith Wilkins	GBR
2nd Phil Graves	CAN
3rd Jeff Loosemore	AUS
4th Had Brick	USA
5th Peter Griffiths	NZL
Masters	
1st John Rigg	AUS
2nd Curt Bildner	SWE
3rd 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 156 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 Gerlinger	GER
Masters	
1st John Rigg	AUS
2nd Michael Heath	AUS
3rd Peter Seidenberg	CAN
4th Colin Lovelady	AUS
5th Greg Marshall	AUS

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

1985 World Masters Games

Toronto, CAN

Entries 101

Apprentices

1st David Olsen	USA
2nd Ben Lashaway	USA
3rd Richard Gronblom	FIN
Masters	
1st Peter Seidenberg	CAN
2nd Colin Lovelady	AUS
3rd Peter Lundt	USA
Grand Masters	
1st Alec 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 Carole Spooner	CAN
5th Roger Williams	QAT
Masters	
1st Norman Freeman	USA
2nd Randall Swan	USA
3rd Dick Rose	USA
4th Heinz Gebauer	CAN
5th Geoff Myburgh	RSA
Grand Masters	
1st Alan Clark	AUS
2nd Alan Levinson	USA
3rd Bob Saltmarsh	USA
4th Peter Milnes	USA
5th Alf Johnson	RSA

1982 Sardinia, ITA

Entries 82

Apprentices

1st Paul Millsom	AUS
2nd Jacky Nebrel	FRA
3rd Michael Wallace	IRL
4th Michael Heath	AUS
5th Tony Manning	AUS
Masters	
1st Hans-Luther Striewe	GER
2nd Geoff Myburgh	RSA
3rd Nick Paine	GBR
4th Jack Swenson	USA
5th Hugo Kroth	GER
Grand Masters	
1st Alan Clark	AUS
2nd Alex McClure	AUS
3rd Cecil Walker	GBR
4th Bob Saltmarsh	USA
5th William ter Weld	NED

1981 Bendor, FRA

Entries 52 Countries 11

Apprentices

1st Jacky Nebrel	FRA
2nd Michael Teiklen	GER
3rd Michael Nerbollier	SUI
4th Werner Winter	GER
5th Wolf Peter Niesen	GER
Masters	
1st Nick Paine	GBR
2nd Maudet de Cozannet	FRA
3rd Lucien Bouche	FRA
4th Horst Kimm	GER
5th Michael Tuson	QAT
Grand Masters	
1st Alan Clark	AUS
2nd Cecil Walker	GBR
3rd Piero Marchetti	ITA
4th Vittorio Baldoni	ITA
5th John Nouwen	NED

1980 Bendor, 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



Standard



Radial



4.7