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2024 Handbook

Constitution and Class Rules



ILCA HALL OF FAME

The ILCA Hall of Fame includes those who have helped build our 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 ILCA 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 ILCA Cube. Nominations to the Hall of Fame are welcomed from any ILCA Class member, with a selection vote to be taken annually by the ILCA World Council.



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www.laserinternational.org

International Laser Class Association 2024 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 Bylaws, are published on the ILCA web site www.laserinternational.org.

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



Eric Faust
ILCA Executive Secretary



From our President

Moving Forward with Purpose

2023 marked another solid year for ILCA sailing, setting a solid foundation for an exciting 2024. This past year was defined by continued achievements and steady progress, as we look towards the future.



© Christy Usher

I'm pleased to say that ILCA has successfully wrapped up our transition to the new builder system, improving the production and distribution of our boats and equipment worldwide. The hard work and talent of our ILCA Technical Team have been crucial. Their commitment to OSEPODS (Off the Shelf Equal-Performance One-Design Sailboats) has ensured that we all have access to high-quality boats and equipment.

The year featured seven successful ILCA World Championship events, showing again the active and widespread reach of our class. With over 1400 sailors taking part, these events showcased the heart of our class – that no matter what your gender, size, or age there is an ILCA that is right for you. I'm also pleased to note that financially, we're in a strong position, ready to face the future and invest in our growth and initiatives.

Our ongoing partnership with World Sailing continues to be a key part of our success. As their largest and most universal Olympic Class, we're excited about our participation in the 2028 Olympics and hopeful about continuing this relationship into 2032 and beyond.

Looking ahead, we're focused on keeping ILCA at the forefront of competitive sailing. With the 2032 Olympics selection process on the horizon, our goal is clear. We aim to secure our place in this prestigious event. The ILCA Technical Team is leading the way, using a detailed, data-driven approach to further improve our boats and equipment. Their commitment ensures that every sailor competes fairly, upholding the principle of one-design.

We're also positioned to enhance our marketing and branding efforts. The foundation we've built over the past years – our updated website and engaging social media content – will help us draw in and grow our audience, celebrating our athletes and the spirit of our class.

Even with these successes, we face challenges, particularly in growing our membership numbers. Our goal is to make ILCA sailing more widespread, inclusive, and accessible. As President, I aim to focus initiatives that address regional needs and highlight the universal appeal of our class.

Sustainability is an emerging priority for ILCA. Working with builders, partners, and the broader sailing community, we are committed to minimizing our environmental impact and promoting sustainable sailing practices. This is more than just preserving our environment; it's about securing the future of our sport.

In this journey, we recognize that the real strength of the ILCA class is in its people – the sailors, the volunteers, the families, and the communities that make each event, each race, and each day on the water something to value. Your commitment, dedication, and passion for sailing drive this class forward.

As your President, it's an honor to serve this community. Together, we've reached significant milestones, and the journey ahead is filled with promise. Let's keep sailing with determination, passion, and a commitment to excellence. Here's to a great 2024, with close races, good winds, and unforgettable times on the water.

Safe sailing,

A handwritten signature in black ink that reads "Tracy Usher". The signature is fluid and cursive, with a long, sweeping underline.

Tracy Usher
ILCA President

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

- ★ The ILCA 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 ILCA 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 ILCA sailing is what launched the boat to success when it was introduced. And it is the fact that you can find active ILCA class sailors all over the world to sail with and compete against that keeps the ILCA dinghy 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 ILCA 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 ILCA Association in your country for details about how racing is organised and where the nearest group of ILCA sailors are (see pages 20-21 or check out the contact list on the ILCA website). Over 90% of ILCA 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 ILCA sailors. This could be 50 or 500 kilometres away but for sure you will find other places to race. Again, your national ILCA 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+ ILCA 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, ILCA 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 ILCA rigs (ILCA 4, ILCA 6 and ILCA 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 ILCA Class association to find out what activities are available. Check out the contact list on our website at www.laserinternational.org.

The ILCA 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 ILCA by themselves?*
- *Does your husband or wife fancy the occasional sail in your ILCA?*
- *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 with the ILCA 7 rig?*

The **ILCA Formula** is the answer to all these questions. By changing only the sail and lower mast an ILCA dinghy 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 ILCA 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 **ILCA 4** uses a short pre-bent lower mast to maintain a balanced helm and a sail area that is 35% smaller than the ILCA 7. It is ideal for the lighter weight sailor graduating from Optimist.

The **ILCA 6** 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 ILCA 7. The ILCA 6 has a large following with national and international regattas and World Championships for Men, Women & Youth attracting as many countries and competitors as the ILCA 7. In addition to having a strong following among lighter weight sailors, the ILCA 6 is also used for youth, women and masters racing. Many countries support a full ILCA 6 Youth program.

The **ILCA 7** 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 for the ILCA 7, there is an even stronger second hand market for ILCA 6 and ILCA 4 lower mast and sails as a separate package from the hull.

ILCA 4

SAIL AREA: 4.70m²



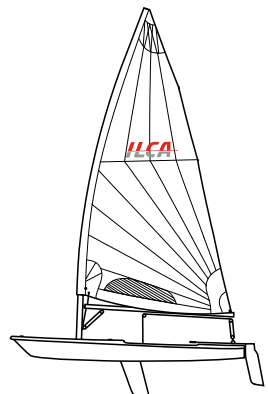
ILCA 6

SAIL AREA: 5.76m²



ILCA 7

SAIL AREA: 7.06m²



ILCA Policy for Age and Gender

TERMINOLOGY

In referring to the various gender and age groups of competitors, ILCA recommends the following naming conventions:

- Competitors age 19 and over – Men and Women
- Competitors up to age 18 – Youth Boys and Youth Girls.

In written communications, the pronoun “they” may be used instead of “he” or “she” when no other sentence construction is available to avoid using a masculine or feminine pronoun. It is understood that using a plural rather than a singular pronoun is inexact and can cause confusion for the reader, so should be avoided when possible.

WOMEN'S POLICY

ILCA recommends that women's championships should be held in the ILCA 6.

For identification purposes at certain women's events, sails must display a red rhombus above the top batten pocket on both sides, as specified in the ILCA Class Rules.

YOUTH AGE POLICY

The ILCA 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.

For youth events organized by ILCA, a competitor's category is determined by the age the competitor becomes in the calendar year of the championship.

Age*	12	13	14	15	16	17	18	19	20
Birth Year**	2012	2011	2010	2009	2008	2007	2006	2005	2004
ILCA 4	UNDER 16			UNDER 18					
ILCA 6 Youth				UNDER 17		UNDER 19			
ILCA 6 Women						UNDER 21			
ILCA 7 Men						UNDER 19		UNDER 21	

* The age the competitor **becomes** in the year of the Championship

** The year in which the competitor must have been born **FOR A 2024 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 ILCA 4 and ILCA 6. ILCA also supports Under-21 and Under-19 categories (17 - 20 years old in the year of the championship) for the ILCA 7 Men and ILCA 6 Women categories.

Competitors in ILCA 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 and handle the boat in all conditions, including waves and high winds. Entering a world championship without adequate experience and ability in all racing conditions is not recommended. Importantly, a competitor should be physically capable of righting the boat from a capsize in all racing conditions.

ILCA 6 - policy

With the exception of the world and some continental championships, most ILCA 6 regattas have competitors of mixed genders and ages. However, if there are two or more categories (e.g. category men, category women) with 35 or more sailors in each, it is recommended that these categories race separately and have separate prizes. Where there are separate prize categories, each category may be uniquely identified by a reuseable 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.

ILCA 4

Although the ILCA 4 is used primarily as a youth class, at times it may be appropriate to run "open" ILCA 4 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 ILCA 6 (item 4 above).



MASTERS - age limits and identification

ILCA's recommended policy for Masters events is that the sailor must reach the ages given in Figure 1 (below), which shall be defined in the Notice of Race.

Determination of age category for Masters World Championships shall be the age attained on the day before the first scheduled race of the regatta.

The colours in Figure 1 are recommended for reuseable 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 Bylaw in each category.

Fig. 1

Age Group	Masters Category	Fleet Colour
30 to 44	Apprentice Master (ILCA 7 / ILCA 6)	Green
45 to 54	Master (ILCA 7 / ILCA 6)	Red
55 -64	Grand Master (ILCA 7 / ILCA 6)	Blue
65 - 74	Great Grand Master (ILCA 7 / ILCA 6)	Yellow
75 and over	Legends (ILCA 6)	White

HANDICAP NUMBERS

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

ILCA 7 1100

ILCA 6 1147

ILCA 4 1208

The numbers can be used for handicapping different ILCA 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 an ILCA finished in 60 minutes, an ILCA 6 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 ILCA 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 ILCA sailing have become coaches to help develop the next generation of ILCA sailors.

ADVERTISING/SPONSORSHIP

Advertising, including competitor advertising, is permitted in accordance with the World Sailing Advertising Code; except that the sail window shall be kept free of advertising or other graphic material in accordance with the ILCA Class rules. Information about the World Sailing Advertising Code can be found at: www.sailing.org

ANTI-DOPING

The latest information about the World Sailing Anti-Doping Code can be found on the World Sailing website: www.sailing.org

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 ILCA?

The International Laser Class Association (ILCA) is a worldwide sailing organization specifically for owners of ILCA 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 ILCA Association is divided into 4 main levels of activity, each with elected volunteers:

FLEETS - Normally sailing clubs or small groups of ILCA class sailors sailing together on a local basis. Fleet activities are normally coordinated by a Fleet Captain who has been elected by the sailors in that Fleet.

DISTRICTS - In North America 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 coordinated 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 officers from around the world with a wealth of experience spread over all levels of sailing.

Contact information for the ILCA office, each Region and all active ILCA 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 ILCA class sailing or the Association.



ILCA Goals

The objects expressed in the constitution of the association are:

- To enhance the enjoyment of ILCA Class sailboats and sailing.
- To provide a means of exchanging information among ILCA sailors throughout the world.
- To promote and encourage ILCA 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 ILCA sailboat as we know it. It is all too easy to go to a dealer, buy an ILCA, and go sailing with lots of other identical ILCAs 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 ILCA 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 ILCA.

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 ILCA 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 ILCA 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 ILCA class rules are different in that they prohibit ANY changes unless the rules specifically allow a change. This means that a 10 year old ILCA 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 ILCA Class is very important. ILCA maintains an active website (www.laserinternational.org) to keep members up to date with important announcement and news about ILCA 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 worldwide 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 ILCA 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 ILCA 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 ILCA 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 ILCA!

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



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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. A summary statement of accounts approved by the World Council 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 aims to maintain a reasonable 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 ILCA sailing worldwide
- Publishes annual handbook
- Organises World Championships at international level
- Administers the class worldwide
- Sets the standard that others aspire to achieve

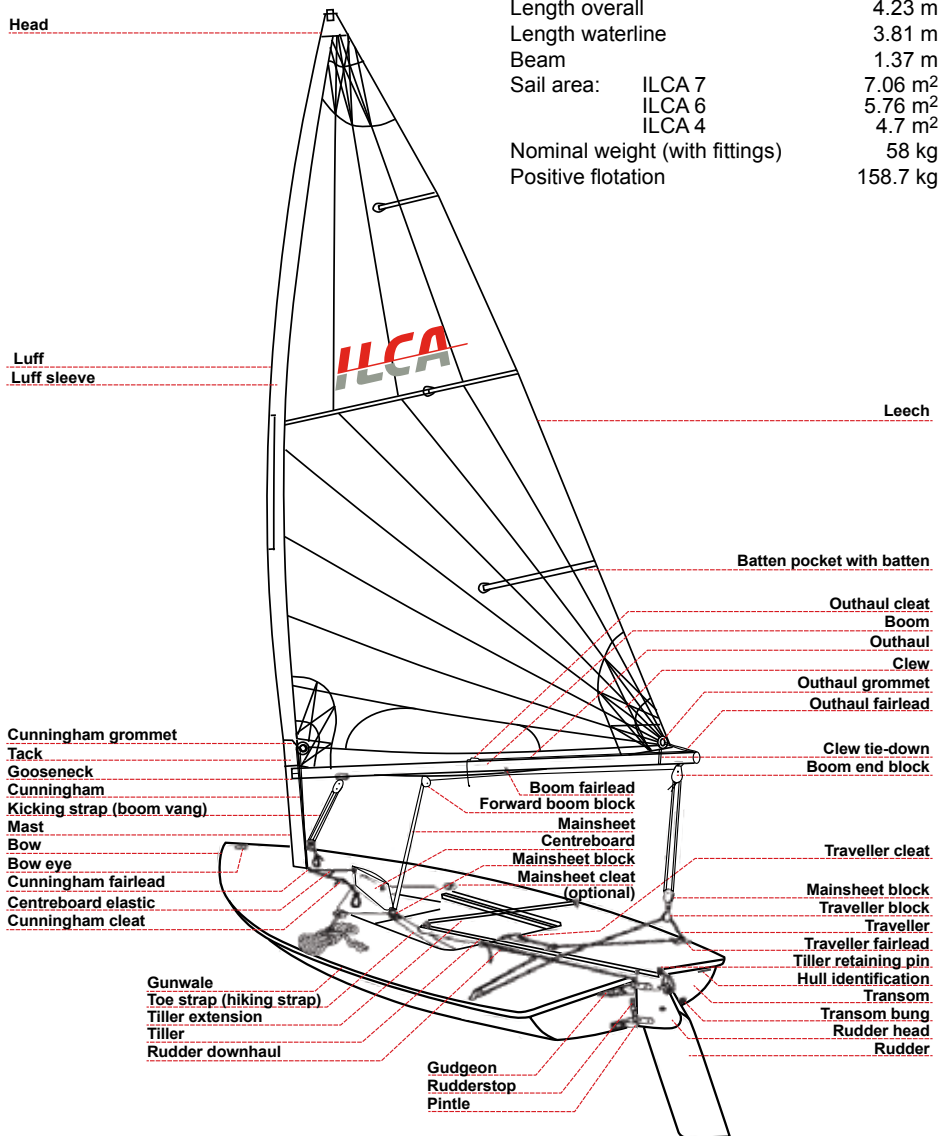
Website

www.laserinternational.org

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

- Event information for all ILCA 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 ILCA World & Regional Championships since 1971.
- Facebook.com/intlaserclass / Instagram: https://www.instagram.com/ilca_sailing/
- 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 ILCA contacts in each country.

Parts of the ILCA Class dinghy



Constitution

© ILCA

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; 18 November 2022

1. NAME

The name of the Association shall be ILCA, also doing business as the International Laser Class Association.

2. OBJECTS

The objects of the Association are:

- (1) To provide a medium of exchange of information among ILCA sailors throughout the world and to enhance the enjoyment of sailboats that meet the ILCA class sailboat one-design class rules;
- (2) To promote and develop ILCA class sailboat racing in all countries, under uniform rules; and,
- (3) To encourage and foster the enjoyment of the sporting and recreational aspects of sailing.

3. POLICY

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

4. JURISDICTION

The Association has authority over all activities of the ILCA class sailboat 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 bylaws passed pursuant to the provisions hereof, all subject to and in accordance with the rules and regulations of World Sailing.

ORGANISATION

5. World Council

- (1) The Association shall be governed by the World Council, which shall establish policy and provide oversight for the Association in fulfilling its Objects, and perform the other duties set out in this Constitution.
- (2) Voting members of the World Council shall be the President, the Chairperson of each Regional Executive Committee from time to time holding office, the Builders' Representative to the World Council and any additional members appointed in accordance with clause 5.5 below.
- (3) The World Council shall also include the following non-voting positions as active members and advisors: the Executive Secretary, the Treasurer, the Chief Measurer, the Chief Technical Officer, and any other member invited by the World Council.
- (4) The World Council shall elect annually, by majority vote, from amongst its own members, both voting and non-voting, the President and Vice-President of the Association who shall hold office until they either resign or their successors are elected to office.
 - a. If the elected President is a sitting Chairperson of a Regional Executive Committee or a World Council office holder, that person shall resign as Regional Chairperson or World Council office holder and serve solely in the role as the President of the Association.
 - b. If the elected Vice-President is a sitting Chairperson of a Regional Executive Committee or a World Council office holder, that person shall not resign as Regional Chairperson or World Council office holder.
 - c. The President will serve as the Chairperson of the World Council. In the absence of the President, or in the event of his or her inability or refusal to act, the Vice-President shall perform all the duties of the President.
 - d. The Builders' Representative, the Executive Secretary, or any other paid staff member of the Association or a Builder shall not be eligible to hold the office of President or Vice-President of the Association.
- (5) Any Region that represents more than 40% of the total membership of the Association may nominate an additional voting member of the World Council elected by the Chairpersons of the Districts of that Region.
 - a. The Regional and total membership will be calculated annually and the additional Regional representative will serve an annual term beginning on the subsequent calendar year.
 - b. If a Region's membership drops below 40% of the total membership of the Association, the additional Regional representative shall immediately resign from the World Council.
- (6) The Builders' Representative shall be appointed annually by a majority vote of a representative from each of the approved ILCA builders.
- (7) Each officer, advisor, committee member, and member of the World Council shall be a member of the Association.

- (8) The World Council shall meet not less frequently than once per year. A quorum for any meeting shall be five voting members of the World Council.
- (9) All World Council members shall comply with the ILCA Conflict of Interest Policy.
- (10) The Executive Secretary shall be appointed by the World Council and shall hold office for such term and upon such conditions as the World Council shall decide. The Executive Secretary shall be responsible for the management of all business of the Association, subject to and in accordance with the Constitution, bylaws and the direction of the World Council, including
 - a. the coordination 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.
- (11) 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 ILCA Class Rules, and shall issue interpretations thereof as necessary. All such Interpretations shall be binding when duly published to the members of the Association until approved, rejected, or modified by decision of the World Council.
- (12) The World Council shall appoint, for such term as it shall decide, a Treasurer for the Association who shall perform all duties incident to the office of treasurer and such other duties as may be required by law, by this constitution, or that may be assigned to him or her from time to time by the World Council.
- (13) The World Council shall appoint, for such term as it shall decide, a Chief Technical Officer for the Association who shall be responsible for technical control and management of all ILCA approved Builders, managing and maintaining a register of all ILCA approved moulds, and such other duties as may be required by law, by this constitution, or that may be assigned to him or her from time to time by the World Council.

6. Regions

- (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 Chairperson, Vice Chairperson, 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 ILCA Class Rules or this constitution) as are specifically delegated to the Regional Executive by the Regional bylaw, 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 Chairperson (or other officer authorised by the Chairperson if he or she 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 Chairpersons as also acting as the Regional Chairperson. 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. The Regional Executive Secretary shall be responsible for the management of the business of the Region, subject to and in accordance with the Regional Executive bylaw 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 Chairperson 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 Chairperson 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 bylaws, subject to the provisions of this Constitution and the Regional Executive bylaws of the World Council, for any purpose necessary to carry out the functions and responsibilities of such Region, and copies of all such bylaws as are from time to time passed by any Regional Executive shall be filed with the Executive Secretary of the World Council.

7. Districts

- (1) The World Council, on the recommendation of a Regional Executive Committee where applicable, shall by bylaw 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 ILCA class sailboat and the fulfillment of the objects of the Association.
- (2) The World Council, upon establishing Districts, shall appoint District Associations comprised of a District Chairperson, a Vice-Chairperson, 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 bylaw 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 ILCA District General Bylaw.
- (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 ILCA Class 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 ILCA Class Rules and Interpretations of the Chief Measurer, but may not issue Interpretations except with the prior approval of the Chief Measurer of the Association.
- (7) A District Association may make bylaws, subject to the provisions of this Constitution, the Regional Executive bylaws, and the District Association Bylaw 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 World Sailing Member National Authority ("MNA"), the District Association shall, in addition to any other requirements of this constitution, be subject to the rules, regulations and directions of such MNA.

8. Fleets

- (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 ILCA class sailboats 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 the foregoing paragraph, 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 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 bylaws of the Association. Each officer shall be a member of the Association.

9. MEMBERSHIP

- (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 or she 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 bylaws of the Association upon being accepted to membership.
- (3) A member of the Association ipso facto belongs to the District in which he or she 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 Chairpersons, may select instead the District in which he or she has permanent residence.
- (4) A member of the Association may become a member only of the Fleet in his District where he or she 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.

10.FINANCES

- (1) Association dues shall be in the amount determined by and shall be payable within the time prescribed by bylaw 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.
- (4) The Association shall publish independently reviewed annual accounts including a balance sheet and profit and loss statement within six months of the end of its financial year.

11. SUSPENSION AND REMOVAL FROM OFFICE

- (1) A member may be suspended by the World Council, on the recommendation of a District Association, for gross violation of the ILCA Class Rules or bylaws, 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.
- (2) A World Council member, an officer or advisor of ILCA, a Regional or District officer, or other representative of ILCA may be removed from office by the World Council for a wilful and unjustifiable act of commission or omission, or derogatory or unprofessional behavior or communications detrimental to the Association, the Objects of the Association, or to its members, employees or volunteers.
- (3) Any action taken by the World Council under this clause requires a two-thirds majority vote.

12.APPEALS

Any dispute arising in relation to fleets, districts, regions, eligibility to race, interpretation of this constitution or the ILCA bylaws or similar matter, other than any dispute as to the interpretation of the ILCA Class Rules or any matter within the jurisdiction of the applicable racing rules, may be made to the World Council whose decision shall be final and binding.

13. TECHNICAL AND MEASUREMENT COMMITTEE

- (1) The World Council shall appoint a Technical and Measurement Committee, the membership of which shall comprise the President, the Chief Measurer, the Chief Technical Officer and a Builders' Representative.
- (2) The committee shall be responsible for managing and amending the ILCA Build Manual and reviewing and making recommendations to the World Council on any proposed technical developments or changes to the ILCA Class Rules.

14.BYLAWS

The World Council may make bylaws 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 bylaws

- (a) amending the ILCA Class Rules, hereby established as bylaw 1 of the Association, as provided in paragraph 31 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 bylaws 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; and
- (j) 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.

15. AMENDMENTS

Amendments to this Constitution shall require two-thirds majority approval by each of:

- (a) the World Council, and
- (b) the membership replying to a ballot published from the Head Office of the Association. Only those votes received within three months from the date of publication of the proposed change shall be valid.

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 ILCA. 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 ILCA 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 ILCA 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 ILCA – 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.

Between 2022 to 2024 the Technical team has over quadrupled - Along with the 10 approved builders, this team has improved the quality of the ILCA dinghy to exceed the expectations of World Sailing and all levels of sailor. This has involved a continuing further refinement of the specifications, tooling, materials and procedures within the IBM.

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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 ILCA 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 ILCA 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 ILCA 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, or 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 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. Be aware that any change requires the unanimous approval parties to the Build Manual, 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 boat, we would like to hear from you.

ILCA Member Districts 2024



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

BELIZE
BERMUDA
BRAZIL
BRITISH VIRGIN ISLANDS
BULGARIA
CAMBODIA
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 CHINA

HUNGARY
ICELAND
INDIA
INDONESIA
IRELAND
ISRAEL
ITALY
JAPAN
KAZAKHSTAN
KENYA
KOREA
KUWAIT
LATVIA
LITHUANIA
LUXEMBOURG

For the most up to date list of districts, please visit www.laserinternational.org
For North American districts, please visit https://laser.org/districts



KEY
● ILCA ACTIVE DISTRICT

- | | | | |
|---------------|-----------------|--------------|----------------------|
| MACAU CHINA | NEW ZEALAND | ROMANIA | THAILAND |
| MALAYSIA | NIGERIA | RUSSIA | TRINIDAD & TOBAGO |
| MALTA | NORTH AMERICA | SAMOA | TUNISIA |
| MAURITIUS | NORWAY | SERBIA | TURKEY |
| MEXICO | OMAN | SEYCHELLES | TURKS & CAICOS |
| MOLDOVA | PAKISTAN | SINGAPORE | UGANDA |
| MONACO | PANAMA | SLOVAKIA | UKRAINE |
| MONTENEGRO | PARAGUAY | SLOVENIA | UNITED ARAB EMIRATES |
| MOROCCO | PERU | SOUTH AFRICA | UNITED KINGDOM |
| MOZAMBIQUE | POLAND | SPAIN | URUGUAY |
| MYANMAR | PORTUGAL | ST LUCIA | US VIRGIN ISLES |
| NETHERLANDS | PUERTO RICO | SWEDEN | VENEZUELA |
| NETHERLANDS | QATAR | SWITZERLAND | |
| ANTILLES | REPUBLIC OF - | TAHITI | |
| NEW CALEDONIA | NORTH MACEDONIA | TANZANIA | |

Boat Care - Stresses and Strains

The ILCA 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 ILCAs over 20 or more years old, sailing happily when other boats are retired to the scrap heap. Further, the ILCA has proved itself in very strong winds when other classes are reduced to wreckage. It never ceases to amaze us to see ILCAs 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 ILCA 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.

Today, many ILCA masts are produced from composite materials, and aluminium spars are made to a very high manufacturing standard in the 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 ILCA 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 ILCA 6 lower mast was introduced in 2020 and is class legal for competition.



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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 ILCA is heeled to leeward. When an ILCA 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.

ILCA Class Rules - One Design

One of the attractions of the ILCA 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 around 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 allow a few options that make racing the ILCA 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 that makes older boats redundant.

If you feel you want to change something on an ILCA 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 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 defense.

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 ILCA 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 an advantage by illegally changing the ILCA 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 Class Rules

(Parts one to five inclusive)

Valid from 21st August 2023. Cancels all previous rules and interpretations.

RECENT CHANGES:

21st August 2023

Rule 3(d)x modified to remove photographs and 3(d)x.d) was added to allow replacement of certain specified parts.

13th February 2023

Rule 24 modified to allow heat shrink tube

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 ILCA 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 ILCA 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. ILCA 7 MKII sails shall have orange buttons and ILCA 6, ILCA 4 and ILCA 7 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 Bylaws 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), 3(e) 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)j and 3(f)i.
- 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 cleating fitting may be replaced with a "builder supplied" vang cleating fitting which incorporates "turning points" and a cam cleat.
 - b) The fitting shall be attached directly to the mast tang.
 - c) The fitting shall not be modified in any way except as permitted in (d)
 - d) Fairleads, cleats, attachment pins & rings may be replaced with parts of equivalent shape, size, weight, and function..
- (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 ILCA 6 and ILCA 4 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/II* 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 44-47]*.

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 32.
- 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 ILCA 7 and ILCA 6 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 ILCA 4 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 ILCA 6 and ILCA 4 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 ILCA 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 pintel 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.

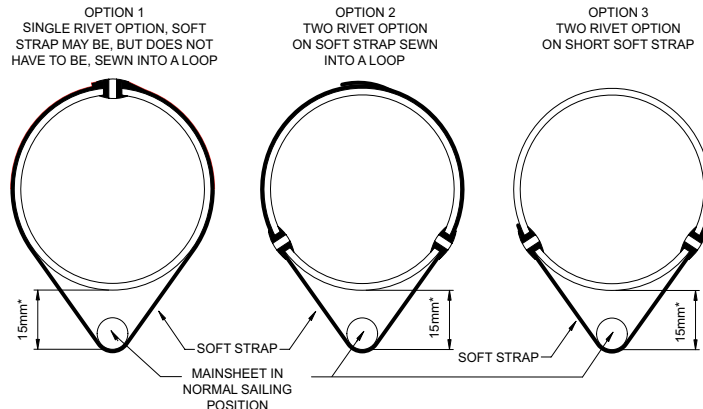


In addition, a disc of uniform thickness not exceeding 1mm in thickness may be placed in the bottom of the mast step.

- (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

Diagram for Rule 18(b)



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

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, line or heat shrink tube 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 ILCA 6 RIG AND ILCA 4 RIG OPTIONS

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

When the ILCA 6 or the ILCA 4 rigs are used the Rules of Parts 1, 2, 3 and 5 of the ILCA Class Rules apply except where specifically amended by Part Four.

29. ILCA 6 RIG

- (a) The ILCA 6 sail and bottom mast as supplied by an approved Builder shall conform to the measurement diagrams which form part of these Rules.
- (b) The ILCA 6 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 ILCA 6 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 ILCA 6 rig shall not be changed for a ILCA 7 or ILCA 4 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 ILCA 6 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. ILCA 4 RIG

- (a)** The ILCA 4 sail and bottom mast as supplied by an approved Builder shall conform to the measurement diagrams which form part of these Rules.
- (b)** The ILCA 4 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 ILCA 4 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 an ILCA 4 rig shall not be changed for a ILCA 7 or ILCA 6 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 ILCA 4 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 ILCA 4 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 ILCA 4 numbers (refer rule 29 (e) 4 (b)).

For all ILCA 4 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 ILCA 4 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 ILCA 4 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)** 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
- (c)** 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 "ILCA 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. In accordance with ILCA Class Rule 22e, the use of heart rate monitor with no additional function or capability is permitted. The heart rate monitor device shall comply with Class Rule 22.



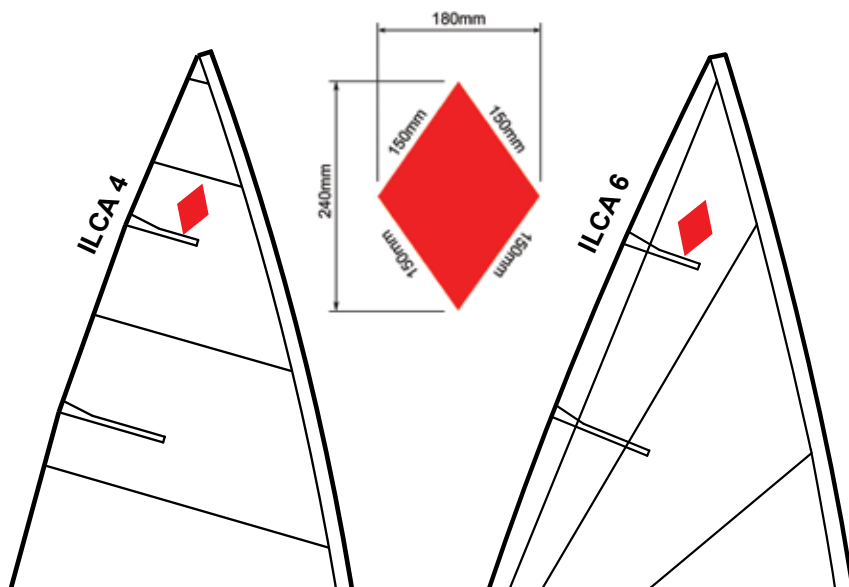
Instructions for Applying Red Rhombus For Women's Events

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.

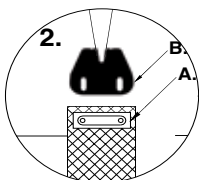
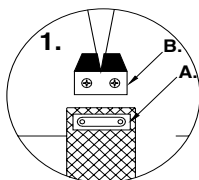


Measurement Diagrams

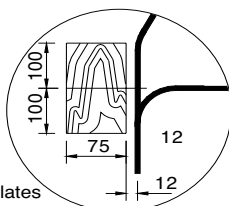
(pages 33 to 39 part of class rules)

All dimensions shown in millimetres

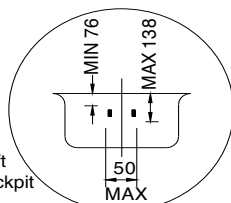
Measurements are shown only as a guide to replacement in the event of failure.



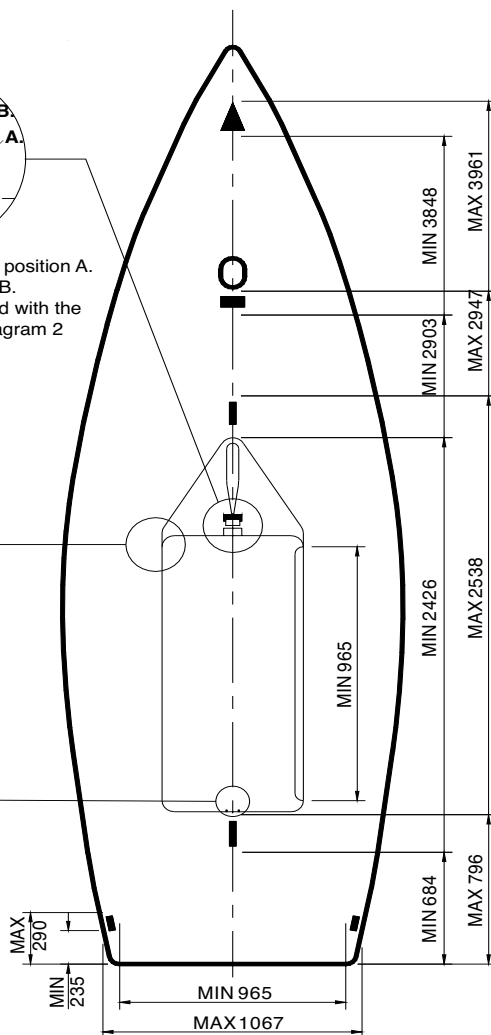
Mainsheet block shall be attached to eyetrail in position A.
Centreboard Brake shall be attached in position B.
Centreboard Brake in diagram 1 may be replaced with the builder supplied Centreboard Brake shown in diagram 2



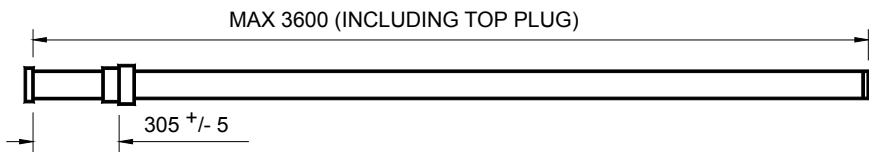
Wooden backing plates are under the deck for the fitting of cam or clam cleats



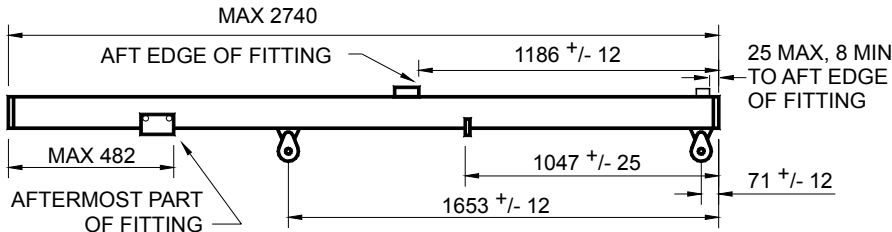
Eyes at aft end of cockpit



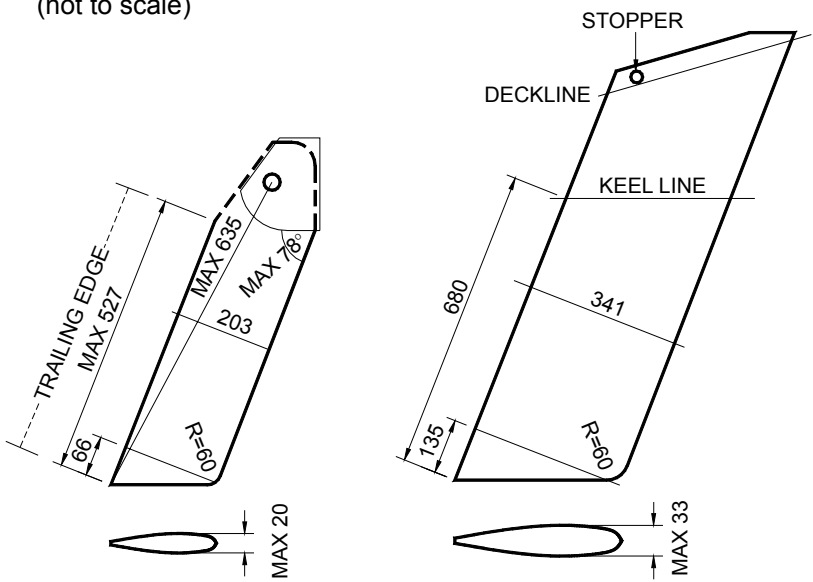
ILCA 7, ILCA 6 & ILCA 4 MAST TOP SECTION



ILCA 7, ILCA 6 & ILCA 4 BOOM

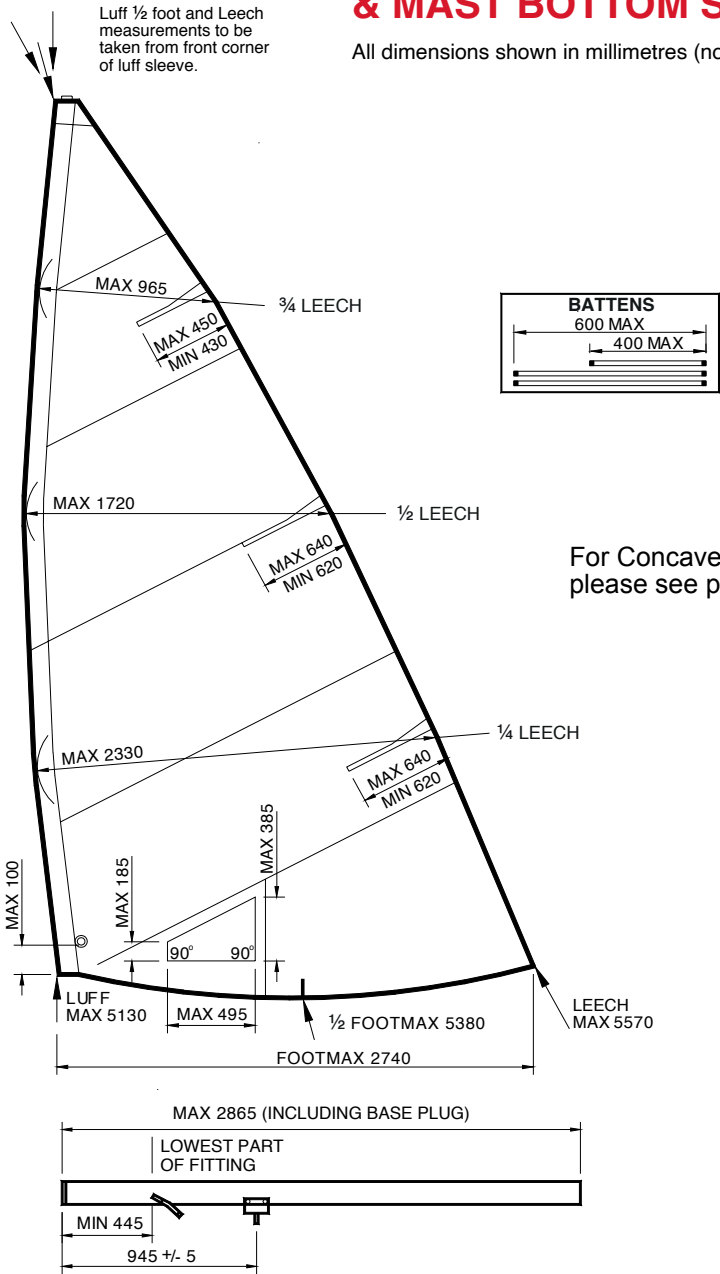


All dimensions shown
in millimetres
(not to scale)



ILCA 7 CLASS MKI SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)



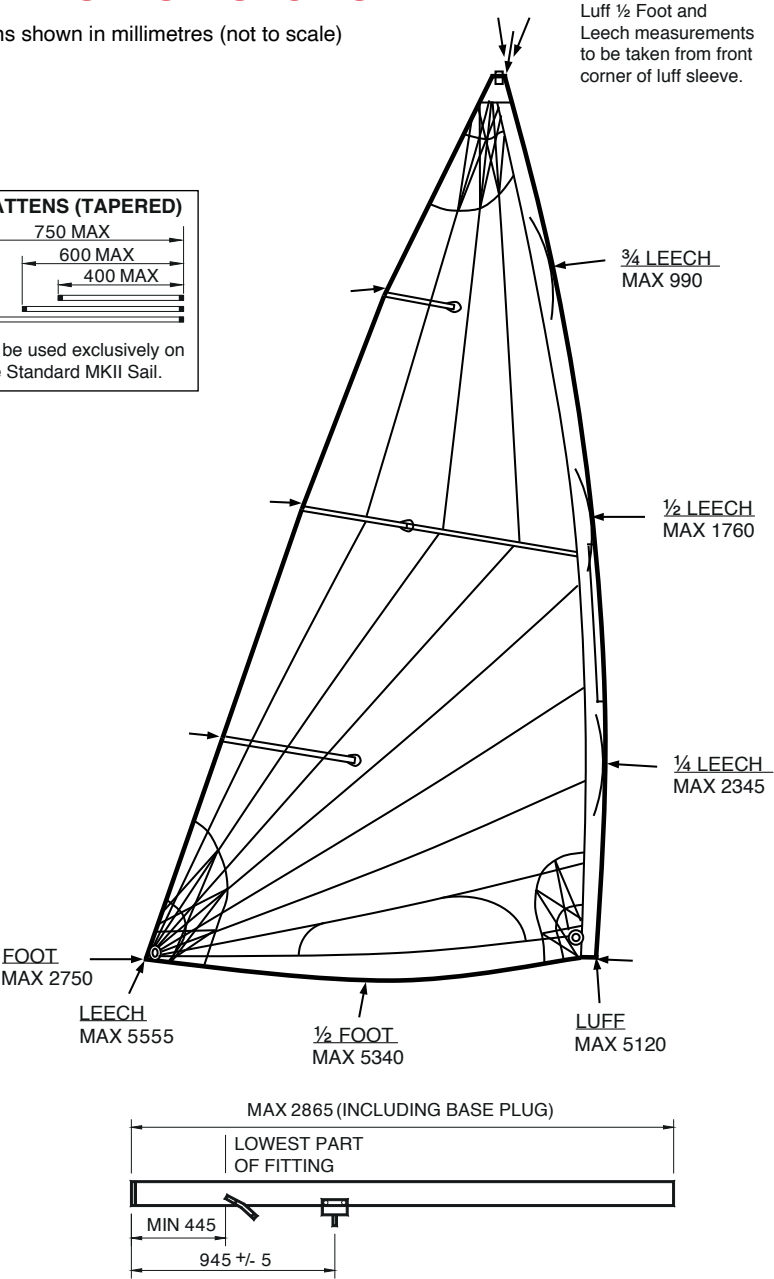
ILCA 7 CLASS MKII SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)

BATTENS (TAPERED)

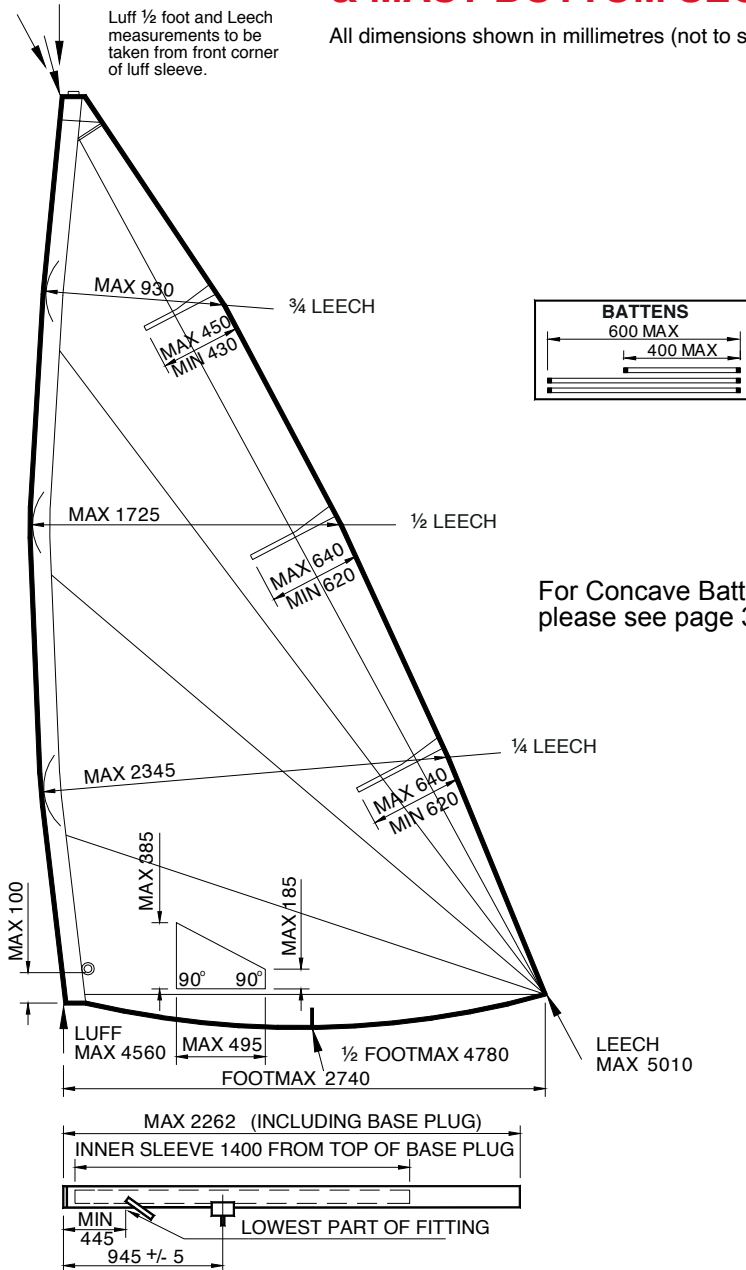
750 MAX
600 MAX
400 MAX

To be used exclusively on the Standard MKII Sail.



ILCA 6 CLASS SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)

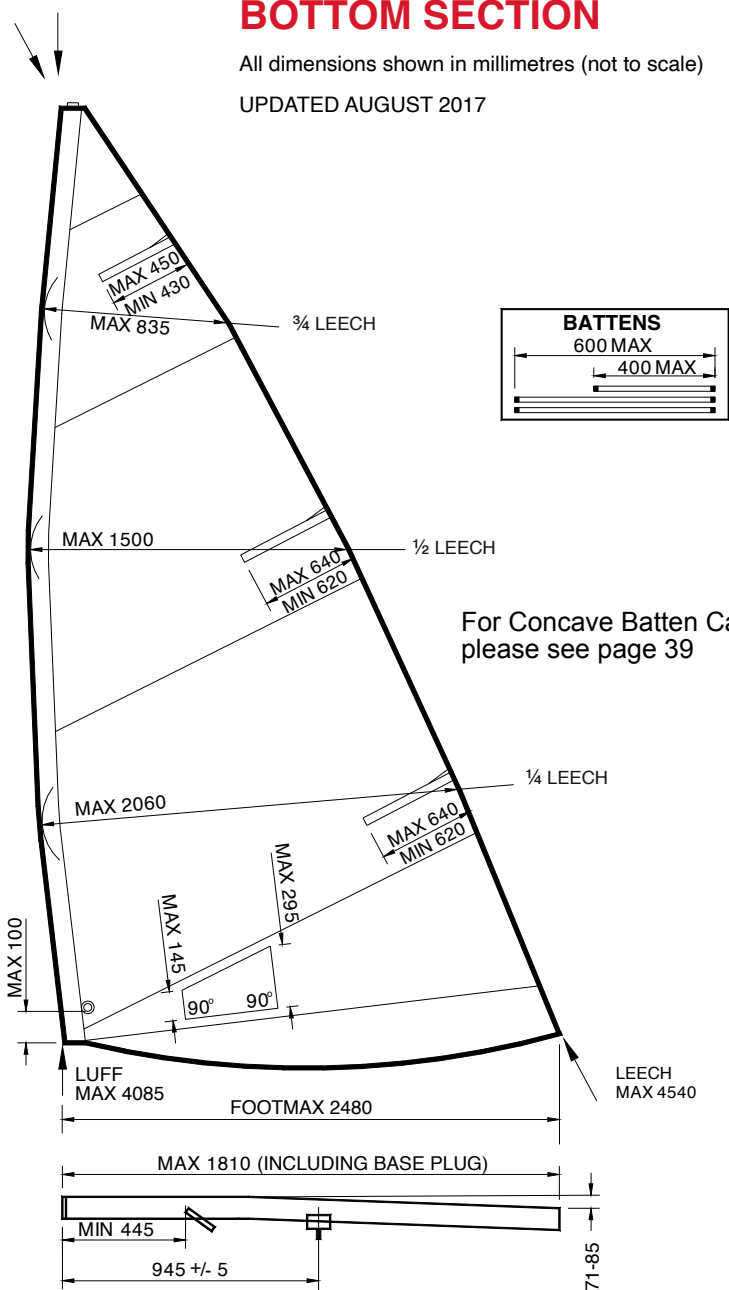


ILCA 4 CLASS SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)

UPDATED AUGUST 2017

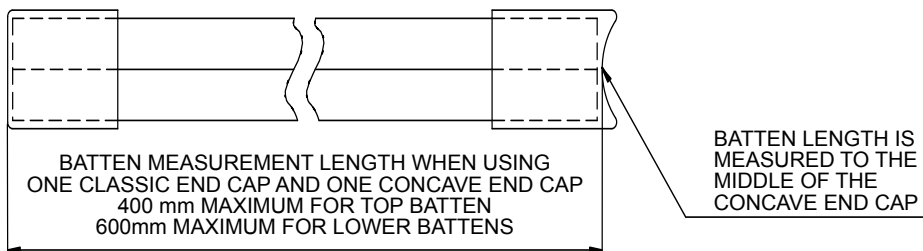
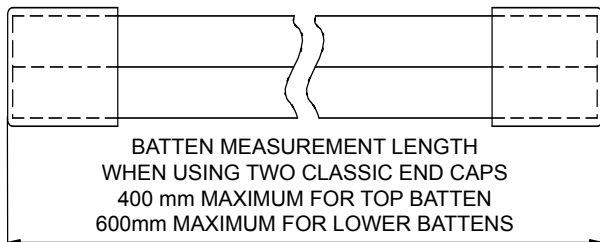
Luff and Leech
measurements
to be taken from
front corner of
luff sleeve.



Concave Batten Caps

For ILCA 4, ILCA 6 and ILCA 7 MKI (Cross Cut) Sails
Not applicable for ILCA 7 MKII 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 35-38 for full sail and bottom section diagrams.



ILCA ByLaws

For information on all the ILCA ByLaws, please go to our website at: www.laserinternational.org

ILCA Measurement ByLaw

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

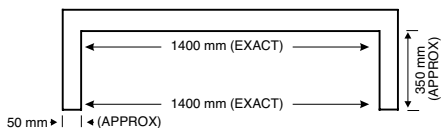
(b) Equipment

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 of the ILCA Class Rules.

3. This Bylaw shall be read and construed in conjunction with the ILCA Class Rules and the Interpretations of the ILCA Chief Measurer, and may be amended by the World Council.

Schedule A to ILCA Measurement Bylaw

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

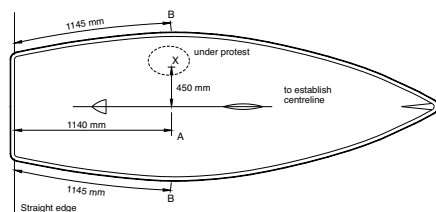
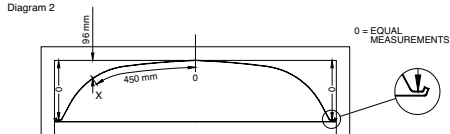


Diagram 2



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

Measurement of Rocker

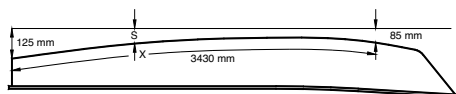
Turn boat upside down. Measure out a distance of 3430 mm along the keel line of the boat.

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.



Technical Tips

One of the great things about the ILCA 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.

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 ILCA 7, ILCA 6 and ILCA 4 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

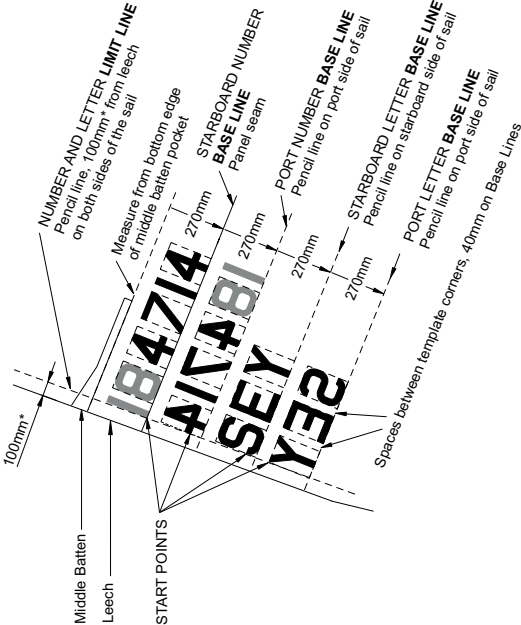
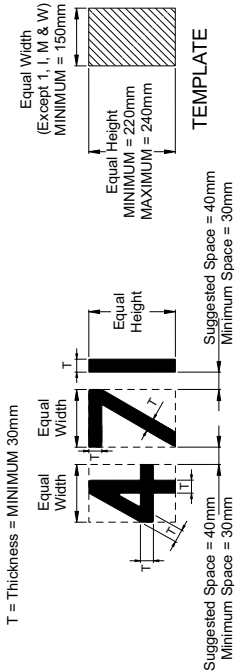
1. Spread the sail out flat on the working surface so that the starboard side of the sail is facing up. The leech (back edge of the sail) will be on the left hand side as shown in the positioning diagrams.
2. **Make sure you are using the correct diagram for the design of sail you are applying the numbers 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 ILCA 7 and ILCA 6 sails, and 40mm for ILCA 4 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

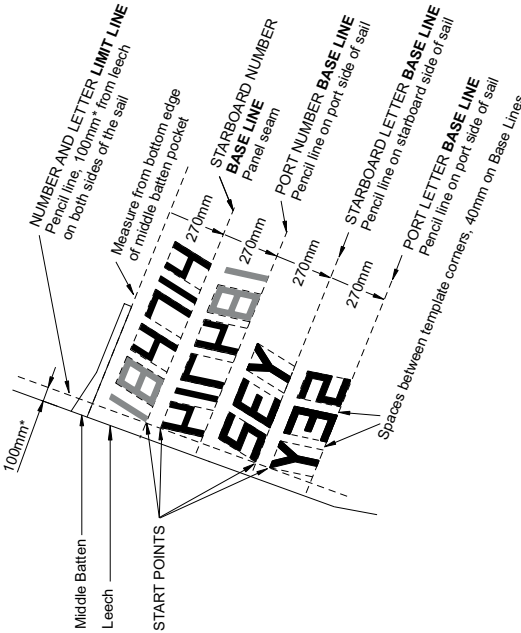
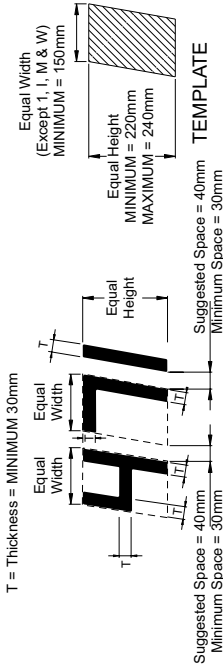
1. Spread the sail out flat on the working surface so that the port side of the sail is facing up. The leech (back edge of the sail) will be on the right hand side. Draw the **Base Line** for the port numbers (and letters).
2. Start with the letter or number closest to the leech making sure that no part 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.

ILCA 4 SAIL NUMBER & LETTER SIZES AND POSITIONING

UPRIGHT NUMBERS AND LETTERS



ANGLED NUMBERS AND LETTERS



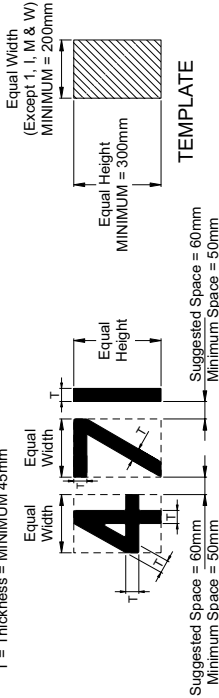
1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 30mm, SO USE 40mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
 2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK, PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY 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 +/- 12 mm.

PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES

ILCA 6 SAIL NUMBER & LETTER SIZES AND POSITIONING

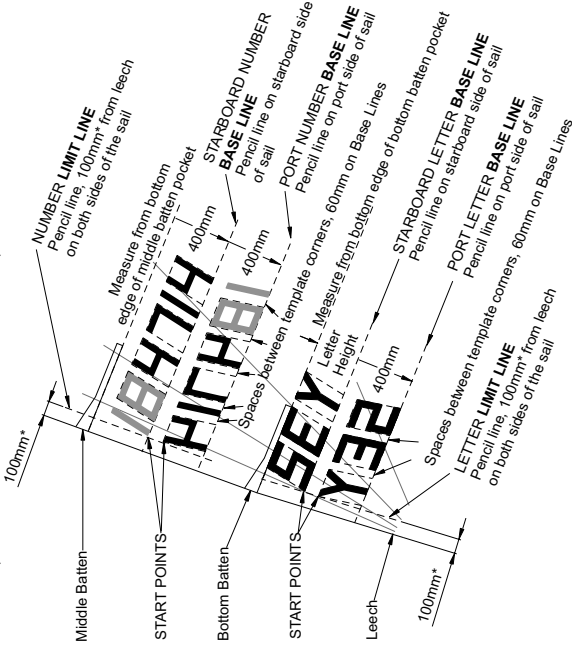
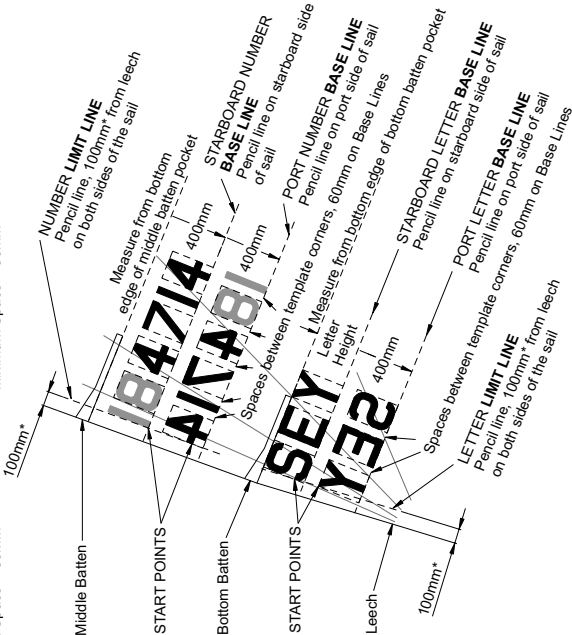
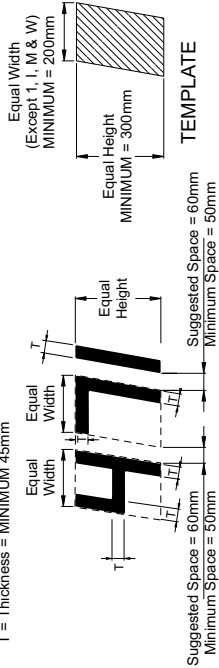
UPRIGHT NUMBERS AND LETTERS

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 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

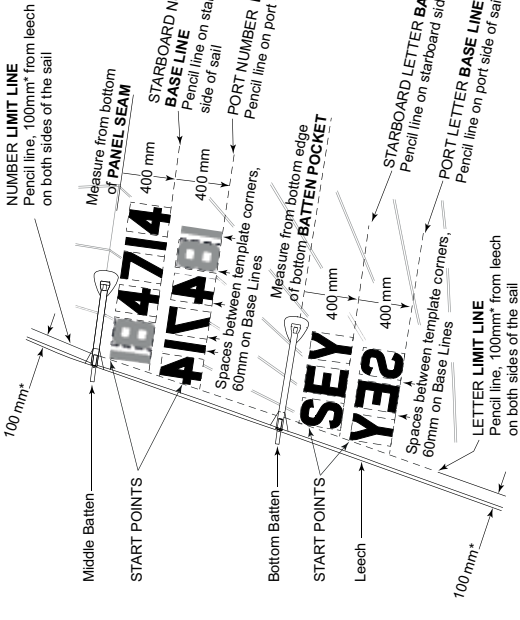
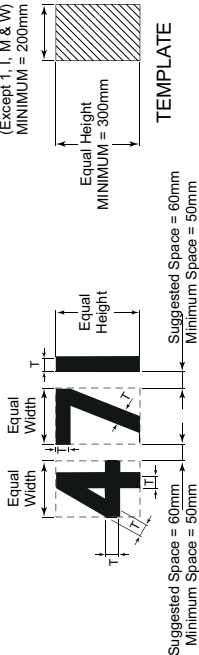


ILCA 7 MKII (BI-RADIAL CUT) SAIL NUMBER & LETTER SIZES AND POSITIONING

November 2021 Edition

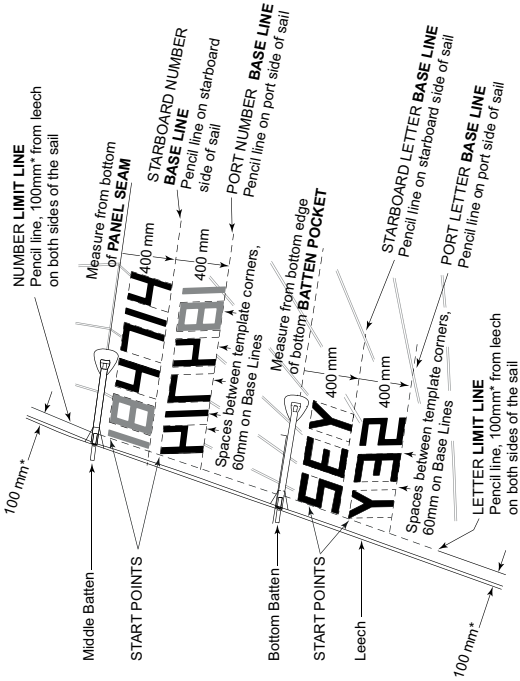
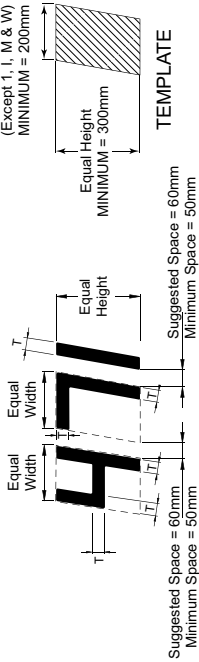
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



ANGLED NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm

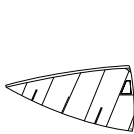


1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 50mm, SO USE 60mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK. PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY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

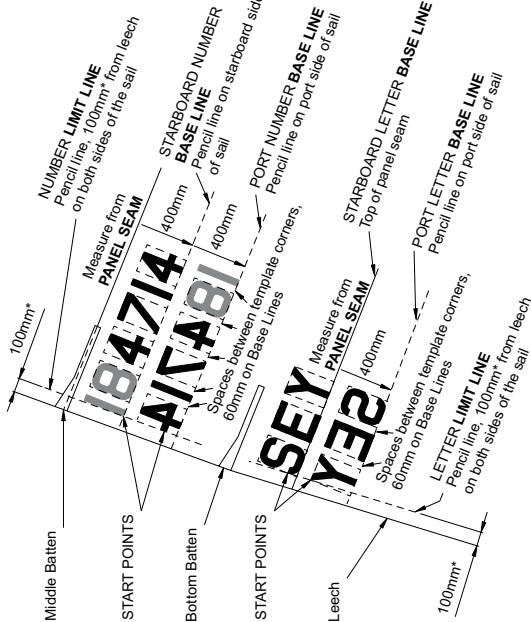
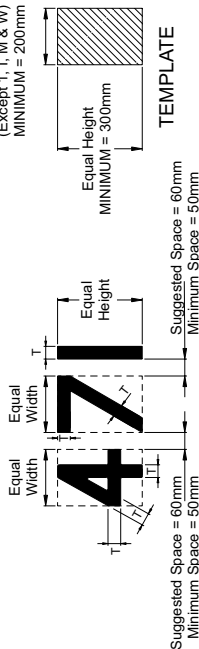
PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES

ILCA 7 MKI (CROSS-CUT) SAIL NUMBER & LETTER SIZES AND POSITIONING



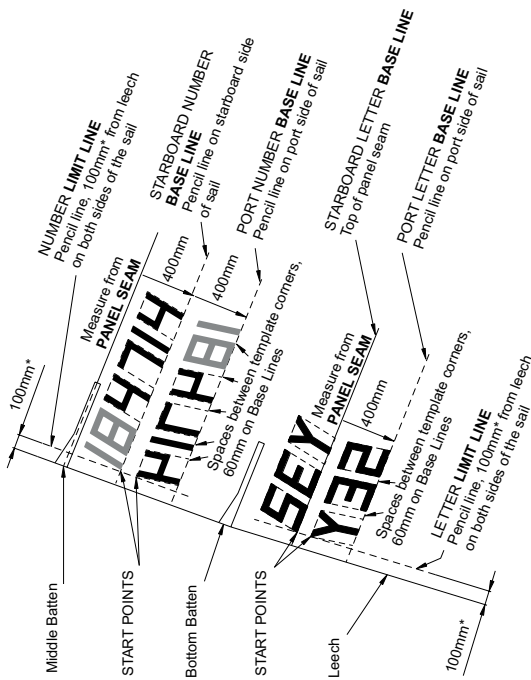
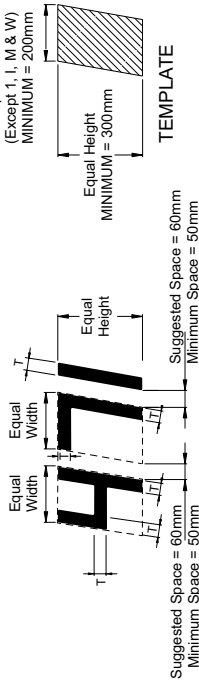
UPRIGHT NUMBERS AND LETTERS

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.
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* 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 ILCA 6 (Radial) or Youth Worlds. Except in 1980, entry to the Senior Worlds (ILCA 7/Standard Rig) was restricted.

OLYMPIC GAMES

2020 Tokyo, Japan

Standard

Countries 35	
1st Matt Wearn	AUS
2nd Tonci Stipanovic	CRO
3rd Hermann Tomsgaard	NOR
4th Pavlos Kontides	CYP
5th Philipp Buhl	GER

Radial

Countries 44	
1st Anne-Marie Rindom	DEN
2nd Josefín Olsson	SWE
3rd Marit Bouwmeester	NED
4th Emma Plasschaert	BEL
5th Tuula Tenkanen	FIN

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 Annaliese 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 Annaliese 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	LIT
3rd Lijia Xu	CHN
4th Sarah Blau	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

2023 The Hague, NED

Open: ILCA 7

Entries 138	Countries 66
1st Matt Wearn	AUS
2nd Michael Beckett	GBR
3rd George Gautrey	NZL
4th Jean Baptiste Bernaz	FRA
5th Lorenzo Brandano	ITA

Women: ILCA 6

Entries 110	Countries 56
1st Maria Erdi	HUN
2nd Maud Jayet	SUI
3rd Anne-Marie Rindom	DEN
4th Marit Bouwmeester	NED
5th Charlotte Rose	USA

2023 Dzinnow, POL

Men: ILCA 6

Entries 15	Countries 13
1st George Lane	NZL
2nd Nikola Golubovic	MNE
3rd Jon Emmett	GBR
4th Oliver Allen-Wilcox	GBR
5th Terry Hacker	GBR

Youth Men: ILCA 6

Entries 258	Countries 43
1st Mattia Cesana	ITA
2nd Dima Karabadzhaik	UKR
3rd Hidde Schraafordt	NED
4th Erik Norlen	SWE
5th Nicolò Giuseppe	ITA

Youth Women: ILCA 6

Entries 100	Countries 33
1st Emma Mattivi	ITA
2nd Ginevra Caracciolo	ITA
3rd Roos Wind	NED
4th Maria Vittoria Arseni	ITA
5th Alenka Valencic	SLO

2023 Volos, GRE

U18 Men: ILCA 4

Entries 287	Countries 48
1st Waka Bhambhani	THA
2nd James Pine	USA
3rd Lorenzo Ghirelli	ITA
4th Benedek Heder	HUN
5th Gunes Kumaz Kutsal	TUR

U18 Women: ILCA 4

Entries 150	Countries 40
1st Hermionie Ghicas	GRE
2nd Kleopatra Anastassiou	GRE
3rd Alina Shapovalova	UKR
4th Gilda Dononda	FRA
5th Eleni Kalakoua Maria	GRE

2023 Tangier, MAR

U21 Men: ILCA 7

Entries 115	Countries 32
1st Finley Dickinson	GBR
2nd Oskar Madonich	UKR
3rd Caleb Armit	NZL
4th Attilio Borio	ITA
5th Pietro Giacomoni	ITA

U21 Women: ILCA 6

Entries 67	Countries 27
1st Eve McMahon	IRL
2nd Anja Von Allmen	SUI
3rd Carlotta Rizzardi	ITA
4th Ginevra Caracciolo	ITA
5th Maria Vittoria Arseni	ITA

2022 Riviera Nayarit, MEX

Open: ILCA 7

Entries 126	Countries 45
1st Jean-Baptiste Bernaz	FRA
2nd Pavlos Kontides	CYP
3rd Filip Jurisic	CRO
4th Thomas Saunders	NZL
5th Tonci Stipanovic	CRO

2022 Texas, USA

Women: ILCA 6

Entries 86	Countries 40
1st Anne-Marie Rindom	DEN
2nd Maud Jayet	SUI
3rd Emma Plasschaert	BEL
4th Josefín Olsson	SWE
5th Maria Erdi	HUN

Men: ILCA 6

Entries 17	Countries 3
1st Peter Barnard	USA
2nd William Baker	USA
3rd Hamilton Barclay	USA
4th Nicholas Mueller	USA
5th Thomas Kraak	USA

2022 Texas, USA

Youth Men: ILCA 6

Entries 160	Countries 33
1st Mattia Cesana	ITA
2nd Erik Norlen	SWE
3rd Caleb Armit	NZL
4th Enrico Tanferna	ITA
5th Robert Meek	USA

Youth Women: ILCA 6

Entries 51	Countries 19
1st Eve McMahon	IRL
2nd Linda Hensel	GER
3rd Tez Peteh	CRO
4th Marga Perello	ESP
5th Emma Mattivi	ITA

2022 Vilamouza, POR

U18 Men: ILCA 4

Entries 278	Countries 41
1st Nicolò Cassitta	ITA
2nd Dionysios Kalpogiannakis	GRE
3rd Max Frank	NED
4th Omer Vered Vilenchik	ISR
5th Massimiliano Antoniazzi	ITA

U18 Women: ILCA 4

Entries 159	Countries 36
1st Ginevra Caracciolo	ITA
2nd Alina Shapovalova	UKR
3rd Petra Marednic	CRO
4th Hermionie Ghicas	GRE
5th Adriana Castro Nufiez	ESP

U21 Men: ILCA 7

Entries 160	Countries 39
1st Ole Schweckendiek	GER
2nd José Mendes	POR
3rd Julian Hoffmann	GER
4th Lorenzo Mayer	FRA
5th Sebastian Kempe	BER

U21 Women: ILCA 6

Entries 80	Countries 32
1st Eline Verstraelen	BEL
2nd Eve McMahon	IRL
3rd Giorgia della Valle	ITA
4th Mariëla Makri	CYP
5th Fiorenza Chiarella	PER

2021 Barcelona, ESP

Open: ILCA 7

Entries 139	Countries 44
1st Thomas Saunders	NZL
2nd Finn Lynch	IRL
3rd Tonci Stipanovic	CRO
4th Sergei Komissarov	RYF
5th Zac Littlewood	AUS

2021 Al Musannah City, OMA

Women: ILCA 6

Entries 63	Countries 30
1st Emma Plasschaert	BEL
2nd Agata Barwinska	POL
3rd Viktorija Andriulyte	LTU
4th Anne-Marie Rindom	DEN
5th Julia Buesselberg	GER

Men: ILCA 6

Entries 10	Countries 6
1st Nik Petikos	SLO
2nd Al Muatasem Al Farsi	OMA
3rd Abdul Malik Al Hina	OMA
4th Umur Eytirpamak	TUR
5th Karel Ratnik	EST

2021 Arco, ITA

Youth Men: ILCA 6

Entries 265	Countries 38
1st Mattia Cesana	ITA
2nd Chapman Petersen	USA
3rd Sebastian Kempe	BER
4th Martin Verhulst	SUI
5th Iasonas Kefallonitis	GRE

Youth Women: ILCA 6

Entries 109	Countries 30
1st Eve McMahon	IRL
2nd Anja Von Allmen	SUI
3rd Sara Savelli	ITA
4th Maria Martinez	ESP
5th Alessia Palanti	CZE

2021 Dun Laoghaire, IRL

U18 Men: ILCA 4

Entries 156	Countries 27
1st Martins Atilia	LAT
2nd Alexandros Eleftheriadis	GRE
3rd Massimiliano Antoniazzi	ITA
4th Joan Ravie	ESP
5th Hidde Wapstra	NED

U18 Women: ILCA 4

Entries 87	Countries 22
1st Emma Mattivi	ITA
2nd Petra Marednic	CRO
3rd Gaia Bolzonella	ITA
4th Claudia Adán Lledó	ESP
5th Annemijn Algra	NED

2021 Gdynia, POL

U21 Men: ILCA 7

Entries 143	Countries 37
1st Zaachary Littlewood	AUS
2nd Matteo Paulen	ITA
3rd Julian Hoffmann	GER
4th Bruno Gaspic	CRO
5th Yigit Yalcin Citak	TUR

U21 Women: ILCA 6

Entries 60	Countries 21
1st Giorgia della Valle	ITA
2nd Chiara Benini Floriani	ITA
3rd Mariëla Makri	CYP
4th Ana Moncada	ESP
5th Estere Kumpina	LAT

2020 Melbourne, AUS

Open: Standard

Entries 124	Countries 44
1st Philipp Buhl	GER
2nd Matthew Wearn	AUS
3rd Tonci Stipanovic	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 Danil Krutskikh	RUS
2nd Michael Compton	AUS
3rd Nik Pietikos	SLO
4th Brody Riley	AUS
5th Stefan Elliott-Shiroke	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 Anne-Marie Rindom	DEN
2nd Marit Bouwmeester	NED
3rd Alison Young	GBR
4th Emma Plasschaert	BEL
5th Marie Barre	FRA

Men: Radial

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

2019 Kingston, CAN

Youth Men: Radial

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

Youth Women: Radial

Entries 48	Countries 13
1st Mattie Nicholls	GBR
2nd Paola Galecoat	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	Balasubramanian. CAN

2019 Split, CRO**Open: Standard**

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

U21: Radial Women

Entries 71	Countries 31
1st Wiktoria Golebiowska	POL
2nd Valeria Lomatchenko	RUS
3rd Maria 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 Elliott 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 Railey	USA

2018 Kiel, GER**Men: Radial**

Entries 94	Countries 26
1st Zac Littlewood	AUS
2nd Aleksander Arian	POL
3rd Caelin Winchcombe	AUS
4th Uffe Tomasgaard	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 Tomasgaard	NOR
5th Rodolfo Silvestrini	ITA

Youth Women: Radial

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

2018 Gdynia, POL**U21: Standard**

Entries 140	Countries 41
1st Philipp Loewe	GER
2nd Max Wilken	GER
3rd Liam Glynn	IRL
4th Jonatan Vadnai	HUN
5th Henry Marshall	USA

U21: Women

Entries 73	Countries 30
1st Anna Munch	DEN
2nd Carolina Albano	ITA
3rd Elyse Ainsworth	AUS
4th Dolores Moreira	URU
5th Zoe Thompson	AUS

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
5th Theo Peyre	FRA

U18 Women: 4.7

Entries 158	Countries 35
1st Chiara Benini Floriani	ITA
2nd Simone Chen	SGP
3rd Georgia Cingolani	ITA
4th Elaine Verstraelen	BEL
5th Marissa Ijben	NED

2017 Split, CRO**Open: Standard**

Entries 148	Countries 52
1st Pavlos Kontides	CYP
2nd Tom Burton	AUS
3rd Matthew Wearn	AUS
4th Philipp Buhl	GER
5th Jesper Stalheim	SWE

2017 Medemblik, NED**Women: Radial**

Entries 99	Countries 40
1st Marit Bouwmeester	NED
2nd Evi Van Acker	BEL
3rd Manami Doi	JPN
4th Mathilde De Kerangat	FRA
5th Brenda Bowskill	CAN

Men: Radial

Entries 65	Countries 28
1st Marcin Rudawski	POL
2nd Eliot Mercon	SUI
3rd Zac Littlewood	AUS
4th Maxime Mazard	FRA
5th Danil 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 Scheewe	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 Maria Erdi	HUN
2nd Hannah Anderssohn	GER
3rd Magdalena Kwasna	POL
4th Louise Cervera	FRA
5th Dolores Moreira	Fraschini. URU

U18 Men: 4.7

Entries 235	Countries 43
1st Ylikan Timursah	TUR
2nd Sofiane Karim	FRA
3rd Cesare Barabino	ITA
4th Pere Ponseti Mesquida	ESP
5th Finn O'Dea	AUS

U18 Women: 4.7

Entries 115	Countries 30
1st Federica Cattarozzi	ITA
2nd Giorgio Cingolani	ITA
3rd Anna Moncada Sanchez	ESP
4th Julia Büßelberg	GER
5th Shai Kakon	ISR

2016 Nuevo Vallarta, MEX**Open: Standard**

Entries 113	Countries 44
1st Nick Thompson	GBR
2nd Jean-Baptiste Bernaz	FRA
3rd Ruger Van Schaardenburg	NED
4th Matthew Wearn	AUS
5th Marco Gallo	ITA

Women: Radial

Entries 72	Countries 32
1st Alison Young	GBR
2nd Paige Railey	USA
3rd Ann-Marie Rindom	DEN
4th Marit Bouwmeester	NED
5th Gintare Volungeviciute	-Schmidt IRL

2016 Dun Laoghaire, IRL**Men: Radial**

Entries 42	Countries 18
1st Marcin Rudawski	POL
2nd Nik Pletikos	SLO
3rd Martin Manzoli Lowy	BRA
4th Darragh O'Sullivan	IRL
5th Jack Marshall	USA

Youth Men: Radial

Entries 231	Countries 42
1st Henry Marshall	USA
2nd Ewan McMahon	IRL
3rd Bernie Chin	SIN
4th Daniel Whiteley	GBR
5th Finnian Alexander	AUS

Youth Women: Radial

Entries 76	Countries 25
1st Zoe Thompson	AUS
2nd Caroline Rosmo	NOR
3rd Louise Cervera	FRA
4th Sophia Reineke	USA
5th Carolina Albano	ITA

2016 Kiel, GER**U21: Standard**

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

U21: Radial Women

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

U18 Men: 4.7

Entries 262	Countries 38
1st Dimitrios Papadimitriou	GRE
2nd Guido Gallinaro	ITA
3rd Pere Ponseti	ESP
4th Uffe Tomasgaard	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	AUS
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 Giorgia	ITA
5th Umberto Jose Varbaro	ITA

Youth Women: Radial

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

2015 Al Mussannah City, 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 Loock	BEL
3rd Zan Luka Zelko	SLO
4th Patrick Dopping	DEN
5th Mon Cañellas Salas	ESP

2015 Medemblik, NED**U21: Standard**

Entries 155	Countries 42
1st Joel Rodriguez	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 Fiem 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 Katerina 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 Dziwnow, 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 Plarskas	LTU

Youth Men: Radial

Entries 159	Countries 31
1st Joel Rodriguez	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 Maite Carlier	BEL
4th Magdalena Kwasna	POL
5th Maud Jayet	SUI

2014 Douarnenez, FRA**U21: Standard**

Entries 105	Countries 33
1st Lorenzo Chivarni	GBR
2nd Hermann Tomasgaard	NOR
3rd Stefano Pescihera	PER
4th Finn Lynch	IRL
5th Joao South 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 Iess	ESP
3rd Paolo Mavricic	CRO
4th Frederico Fomaras	ITA
5th Kaio 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 Mussannah, OMA**Open: Standard**

Entries 112	Countries 38
1st Robert Scheidt	BRA
2nd Pavlos Kontides	CYP
3rd Philipp Buhl	GER
4th Ruger Van Schaardenburg	NED
5th Jesper Stalheim	SWE

2013 Rihao City, CHN**Women: Radial**

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

2013 Dun Laoghaire, IRL**Men: 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 Jonathan Vadnai HUN	

Youth Women: Radial

Entries 28	Countries 17
1st Monika Mikko FIN	
2nd Celine Therese Herud NOR	
3rd Line Fleim 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 Tomaszgaard NOR	
3rd Francesco Marrai ITA	
4th Lorenzo Chiavarini GBR	
5th Giovanni Cocoluto 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 Pletkios SLO	

U18 Men: 4.7

Entries 239	Countries 46
1st Anil Cetin TUR	
2nd Jonathan Vadnai HUN	
3rd Conar 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 Kwana POL	
3rd Sofia Capparuccini ITA	
4th Alba Elejabettia 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 AUS	

Women: Radial

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

2012 Buenos Aires, ARG**U21: Standard**

Entries 29	Countries 19
1st Giovanni Cocoluto ITA	
2nd Stig Steinfurth DEN	
3rd Aleksander Arian POL	
4th Juan Ignacio Blavia ARG	
5th Ignasi Lopez 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 Mahia Pepper NZL	
5th Daniel Smith AUS	

Youth Men: Radial

Entries 71	Countries 11
1st Hermann Tomaszgaard NOR	
2nd Andrew McKenzie NZL	
3rd Mitchell Kiss USA	
4th Maxim Nikolaev RUS	
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 Rodriguez PérezESP	
3rd Maximilian Kuester ITA	
4th Jacopo Fanti ITA	
5th Raul Sanchez Lago ESP	

U16 Men: 4.7

Entries 20	Countries 12
1st Joel Rodriguez 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 Gonzalez SP	
3rd Anja Hameritz CRO	
4th Júlia 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. Barriga ESP	
3rd Jacinta Ainsworth AUS	
4th Daniela Cardozo ARG	
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 Geritzer AUT	
5th Paul Goodison GBR	

Women: Radial

Entries 102	Countries 51
1st Mari Bouwmeester NED	
2nd Evi Van Acker BEL	
3rd Paige Railey 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 K-Raphael Sulkowski 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 Cocoluto ITA	
2nd Elliot Hanson GBR	
3rd Eliot Merceron 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 Pletkios SLO	
3rd Line Fleim 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 Vasilasia 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 Schlerup DEN	
2nd Francesco Marrai ITA	
3rd Alex Mills-Barton GBR	
4th Kacper Zieminski POL	
5th Filip Jurisic CRO	

2010 Larçs, GBR**Women: Radial**

Entries 117	Countries 41
1st Sari Multala FIN	
2nd Mari 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 Cocoluto ITA	
2nd Tadeusz Kubiak POL	
3rd Luca Antognoli ITA	
4th Stefano Mazzaferro 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 Arionella Julia Vallo ESP	

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

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

U18 Women: 4.7

Entries 40	Countries 20
1st Caitlin Elks AUS	
2nd Nur Amirah Hamid MAS	
3rd Oren Jacob ISR	
4th Ashlie Lane AUS	
5th Elia Evans AUS	

U16 Mixed: 4.7

Entries 31	Countries 14
1st Ryan Amlehn NZL	
2nd Mark Spearman AUS	
3rd Filippos 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 Mari Bouwmeester NED	
5th Lijia 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 Rosmi Muhammad MAS	

Youth Men: Radial

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

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 Maksymkiu POL	

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

Entries 109	Countries 24
1st Jonathan Martinetti ECU	
2nd Hermann Tomaszgaard NOR	
3rd Juraj Divjakina 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 Pletkios 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 Vasilisa Zolotareva SLO	
5th Michael Bullot NZL	

2008 Auckland, NZL**Women: Radial**

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

Men: Radial

Entries 71	Countries 17
1st Michael Leigh CAN	
2nd Brad Funk USA	
3rd Simon Morgan AUS	
4th James Sandall NZL	
5th Sam Meech NZL	

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 Annaliese Murphy IRL	

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

Entries 276	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 Elizabeth Yin 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 Szytowska POL	</

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 Gips 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 Stok	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 Myrgen	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 Lijia Xu	CHN
2nd Petra Niemann	GER
3rd Tania Elias Calles Wolf	MEX
4th Anna Tunnicliffe	USA
5th Evi Van Ecker	BEL

Youth Men: Radial

Entries 140	Countries 21
1st Kyle Rogachenko	USA
2nd Guilherme Barbosa Lima	BRA
3rd Matthew 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 Colin Xinn Cheng	SIN
2nd Viktor Serezkhin	RUS
3rd Marco Peresa	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 Kristal Weir	AUS

Youth Men: Radial

Entries 177	Countries 23
1st Blair McLay	NZL
2nd Frederico Melo	POR
3rd Ivan Taritas	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**

Entries 92	Countries 16
Youth Men: 4.7	
1st Joaquin Blanco	ESP
2nd Adam Sims	GBR
3rd Dany Stanisic	SLO
4th Guney Kaptan	TUR
5th Marco Tekidor	PUR

Youth Women: 4.7

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

2004 Bitez, TUR**Open: Standard**

Entries 145	Countries 60
1st Robert Scheidt	BRA
2nd Mark Mendelblatt	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 Kristal Weir	AUS
2nd Christine Bridge	AUS
3rd Cecilia Carranza Saroli	ARG
4th Nufar Edelman	ISR
5th Gea Juljens	NED

Youth: Radial

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

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

Entries 276	Countries 23
Youth Men: 4.7	
1st Justin Onvlee	RSA
2nd Mathieu Frey	FRA
3rd Ivo Kalebic	CRO
4th Alexander Dolan	IRL
5th Pierre Angelo Collura	FIN

Youth Women: 4.7

1st Anita Di Iasio	ITA
2nd Tina Mihelic	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 Birmark	SWE

2003 Riva del Garda, ITA**Men: Radial**

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

Women: Radial

Entries 50	Countries 16
1st Katarzyna Szotynski	POL
2nd Kristal Weir	AUS
3rd Jeanette Dagson	SWE
4th Corinne Meyer	SUI
5th Gea Juljens	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**

Entries 98	Countries 18
Youth Men: 4.7	
1st Onur Derebası	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 Karga	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 Bartrom	NZL

Women: Radial

Entries 38	Countries 10
1st Katarzyna Szotynski	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 Muiderzand, NED**Entries 124**

Entries 124	Countries 16
Youth Men: 4.7	
1st Tonci Stipanovic	CRO
2nd Daniel Mihelic	CRO
3rd Colin Robaard	NED
4th Stefano Meciani	ITA
5th Dennis Karpak	EST

Youth Women: 4.7

1st Tugce Subasi	TUR
2nd Celine Olivon	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 Blankenberg	RSA

2001 Vilanova, ESP**Men: Radial**

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

Women: Radial

Entries 56	Countries 23
1st Katarzyna Szotynski	iPOL
2nd Larissa Nevierov	ITA
3rd Sara Lane Wright	GBR
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 Szotynski	POL
2nd Nicola Muller	GBR
3rd Jayne Singleton	GBR
4th Jeanette Dagson	SWE
5th Denis Karacaoglu	TUR

Youth: Radial

Entries 137	Countries 31
1st Guray Zumbul	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 167	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 Raimonds Sluzdzins	LIT
5th Luca Radelic	CRO

Women: Radial

Entries 87	Countries 19
1st Larissa Nevierov	ITA
2nd Carolijn Brouwer	NED
3rd Jeanette Dagson	SWE
4th Marceline de Koning	NED
5th Jo Dikkenberg	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 Raimondas Slugdzinsis..... 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 Blain..... AUS	
2nd Helen Waite..... GBR	
3rd Anja Sahlberg..... SWE	
4th Anje de Boer..... NED	
5th Larissa Nevierov..... ITA	

Youth: Radial

Entries 122	Countries 31
1st Teddy Qwestroy..... 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 Blanck..... 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 Kirkjian..... 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 Huismans..... NED	

1994 Wakayama, JPN**Open: Standard**

Entries 120	Countries 36
1st Nikolas Burfoot..... NZL	
2nd Pascal Lacoste..... FRA	
3rd Gustav 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 Kachorhis..... GRE	

Women: Radial

Entries 33	Countries 10
1st Maria Vlachou..... GRE	
2nd Carolijn Brouwer..... NED	
3rd Ourania Flabouris..... GRE	
4th Roberta Zucchini..... ITA	
5th Marina Psychogiou..... 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 Shonia 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 Yuxuan Xu..... CHN	

Women: Radial

Entries 33	Countries 15
1st Ardis Bollweg..... NED	
2nd Giselle Camet..... USA	
3rd Ulrika Antonsson..... SWE	
4th Grette Halvorsen..... NOR	
5th Marie Dahlof..... 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 Hardewijk..... NED	
4th Jon Lasenby..... GBR	
5th Nikos Nikitsoudis..... GRE	

1987 Melbourne, AUS**Open: Standard**

Entries 130	Countries 20
1st Stuart Wallace..... AUS	
2nd Gunni Pedersen..... DEN	
3rd Peter Tanscheit..... BRA	
4th Nelson Aleandro..... 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 Warkalla..... 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 Arkvæm..... SWE	
4th Roland Gaebler..... GER	
5th John Irvine..... NZL	

Women: Standard

Entries 23	Countries 10
1st Betsy Gelentis..... 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 Currier..... NZL	
4th Sjakk 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 Cordt..... 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 Thorn..... NZL	
3rd Edward Adams..... USA	
4th Jeff Madrigali..... 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**2023 Pattaya, THA****ILCA 7****Entries 86**

Countries 22	
Apprentices	
1st Keerati Bualong..... THA	
2nd Adil Khalid..... UAE	
3rd Pietro Corbucci..... ITA	
4th Kovacs Zoltan..... HUN	
5th Balazs Vincze..... HUN	

Masters

1st Adonis Bougiouris..... GRE	
2nd Christoph Bottoni..... AUS	
3rd Peter Hurley..... USA	
4th Kunihiro Otsuka..... JPN	
5th Ilias Kovatzis..... GRE	

Grand Masters

1st Brett Beyer..... AUS	
2nd Jan Scholten..... AUS	
3rd Andrew Holdsworth..... USA	
4th Gavin Dagley..... AUS	
5th Christoph Marsano..... AUT	

Great Grand Masters

1st Tim Law..... GBR	
2nd Stephen Gunther..... AUS	
3rd Jeff Loosemore..... AUS	
4th Colin Dibb..... AUS	
5th Michael Hicks..... GBR	

ILCA 6**Entries 117****Countries 24**

Apprentices	
1st Viktorija Andruleyte..... LTU	
2nd Bo Jeong..... KOR	
3rd Adil Khalid..... UAE	
4th Isaac Bussis..... CAN	
5th Elliot Scali..... AUS	

Women Apprentices

1st Viktorija Andruleyte..... LTU	
2nd Kaoru Ari Awano..... JPN	
3rd Carla Canturi..... AND	
4th Liang Fion Yingyi..... SGP	

Masters

1st Jon Emmett..... GBR	
2nd Ian Gregory..... GBR	
3rd Fabio Suyama Ramos..... BRA	
4th Alexandro Montanari..... ITA	
5th Al Sargent..... USA	

Women Masters

1st Alexandra Behrens..... GER	
2nd Naoko Kemmoku..... JPN	
3rd Rotjana "Apple" Asawawatanaaporn..... THA	
4th Rika Nishino..... JPN	

Grand Masters

1st Allan Clark..... CAN	
2nd Terry Scutcher..... GBR	
3rd David Early..... AUS	
4th Andrew Holdsworth..... USA	
5th Ulf Myrin..... SWE	

Women Grand Masters

1st Monica Wilson..... USA	
2nd Diane Sissingh..... AUS	
3rd Ann Loren..... SWE	
4th Michelle Lefevre..... AUS	
5th Pru Bennett..... AUS	

Great Grand Masters		
1st	Jeff Loosemore	AUS
2nd	Lyndall Patterson	AUS
3rd	Stephen Gunther	AUS
4th	Martin White	AUS
5th	Bruce Martinson	USA
Women Grand Masters		
1st	Lyndall Patterson	AUS
Legends (75+)		
1st	Bill Symes	USA
2nd	Jonathan Andron	USA
3rd	Shigeo Kato	JPN
4th	Jacques Kerrest	USA
5th	Peter Seidenberg	USA

2022 Riviera Nayarit, MEX ILCA 7

Entries 64 Countries 14

Apprentices		
1st	Andres Heredia	ARG
2nd	Charles Baillie Strong	LUX
3rd	Adil Khalid	UAE
4th	Antonios Kondis	GRE
5th	James Bauley	USA

Masters		
1st	Adonis Bougiouris	GRE
2nd	Ernesto Rodriguez	USA
3rd	Orlando Gledhill	GBR
4th	Ray Davies	CAN
5th	Peter Hurley	USA

Grand Masters		
1st	Brett Beyer	AUS
2nd	Mark Lyttle	GBR
3rd	Andrew Roy	CAN
4th	Jose Maria Van Der Ploeg Garcia	ESP
5th	Benoit Messemacker	FRA

Great Grand Masters		
1st	Tim Law	GBR
2nd	Wolfgang Gerz	GER
3rd	Peter Vessella	USA
4th	Vann Wilson	USA
5th	Michael Hicks	GBR

ILCA 6

Entries 77 Countries 14

Apprentices		
1st	Jon Emmett	GBR
2nd	Antonios Kondis	GRE
3rd	Tania Elias Calles Wolf	MEX
4th	Carlos Edmundo Silva Galicia	MEX
5th	David Waitling	USA

Women Apprentices		
1st	Tania Elias Calles Wolf	MEX
2nd	Georgia Chimona	GRE
3rd	Natalie Burls	USA
4th	Christine Potts	USA

Masters		
1st	Ian Gregory	GBR
2nd	Niall Peelo	IRL
3rd	Robert Jackson	CAY
4th	Sumet Patel	USA
5th	David Goddard	GBR

Women Masters		
1st	Alexandra Behrens	GER
2nd	Dorian Haldeman	USA

Grand Masters		
1st	Allan Clark	CAN
2nd	David Luketina	AUS
3rd	Eduardo Santambrogio	ARG
4th	Andrew Holdsworth	GBR
5th	Terry Scutcher	GBR

Women Grand Masters

1st	Judith Krimski	USA
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Great Grand Masters		
1st	Jeff Loosemore	AUS
2nd	Miguel Nogue Castellvi	ESP
3rd	Walt Spevak	USA
4th	Bruce Martinson	USA
5th	Robert Koci	CAN

Legends (75+)		
1st	Chris Boome	USA
2nd	Bill Symes	USA
3rd	Jonathan Andron	USA
4th	Jacques Kerrest	USA
5th	Peter Seidenberg	USA

2021 Barcelona, ESP ILCA 7

Entries 239 Countries 29

Apprentices		
1st	Wannes Van Laer	BEL
2nd	Maciej Grabowski	POL
3rd	Lorenzo Carretelli	ITA
4th	Ian Elliott	CAN
5th	George Kingston	IRL

Masters		
1st	Ernesto Rodriguez	USA
2nd	Peter Hurley	USA
3rd	Bertrand Blanchet	FRA
4th	Roger Scholz	GER
5th	Lorenzo Migliaccio	ITA

Grand Masters		
1st	Robert Hallawell	USA
2nd	Alejandro Closs	ARG
3rd	Jose Maria van der Ploeg Garcia	ESP
4th	Allan Clark	CAN
5th	Benoit Messemacker	FRA

Great Grand Masters		
1st	Jose Luis Doreste	ESP
2nd	Wolfgang Gerz	GER
3rd	Tim Law	GBR
4th	Alan Keen	RSA
5th	Michael Hicks	GBR

ILCA 6		
Apprentices		
1st	Jon Emmett	GBR
2nd	Arturo Reina	ESP
3rd	David Gonzalez	ESP
4th	Carlos Edmundo Silva Galicia	MEX
5th	Javier Isidro Tejedor	ESP

Women Apprentices		
1st	Marina Sanchez Ferrer	ESP
2nd	Elisa Boschini	ITA
3rd	Robyn Sadler	RSA

Masters		
1st	Stefan Eriksson	SWE
2nd	Jean-Christophe Leydet	FRA
3rd	Monica Azon	ESP
4th	Alessio Marinelli	ITA
5th	Anders Mattsson	SWE

Women Masters		
1st	Monica Azon	ESP
2nd	Giovanna Lenci	ITA
3rd	Elena Saez De Juan	ESP
4th	Isabelle Auffret	FRA

Grand Masters		
1st	Gilles Coadou	FRA
2nd	Miguel Nogue Castellvi	ESP
3rd	Pieter Van Laer	BEL
4th	Sean Craig	IRL
5th	Ulf Myrin	SWE

Women Grand Masters		
1st	Helene Viazzo	FRA
2nd	Helene Viazzo	FRA
3rd	Silvia Ravattelli	ESP
4th	Silvia Ravattelli	FRA
5th	Ann Loren	SWE

Great Grand Masters		
1st	Bill Symes	USA
2nd	Paul Clifford	CAN
3rd	John Reay	GBR
4th	Bruce Martinson	USA
5th	Miguel Alvarez	ESP

Women Great Grand Masters		
1st	Evelyn Ferrat	FRA
Legends (75+)		
1st	Peter Seidenberg	USA
2nd	Jacques Kerrest	USA
3rd	Henk Wittenberg	NED
4th	Ian Rawet	GBR
5th	Poopy Marcon	FRA

2019 Port Zelande, NED

Entries 305 Countries 27

Standard		
Apprentices		
1st	Dave Ridley	NZL
2nd	Eduardo 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 Nordstrom	SWE
3rd	Rik Wolters	NED
4th	Tomas Nordqvist	SWE
5th	Per Arne Nilsen	NOR

Great Grand Masters		
1st	Wolfgang Gerz	GER
2nd	Peter Sherwin	GBR
3rd	Michael Hicks	GBR
4th	Don Hahl	USA
5th	John Roberson	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	Annermarie van Nes	NED
5th	Anastasia Kalinina	RUS

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

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

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

Women Grand Masters		
1st	Vanessa Dudley	AUS
2nd	Lyndall 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	GBR

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

Entries 302 Countries 25

Standard

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	Arnoud 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 Wehrauch	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	Lyndall Patterson	AUS
2nd	Camilla Graves	AUS
3rd	Claudine Talibout	FRA
4th	Sue Ritchie	GBR
5th	Lesley Reichenfeld	CAN

Great Grand Masters		
1st	Bill Symes	USA
2nd	Lasse Westesson	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 Wyllie	AUS
4th	Steve Avery	USA
5th	Jay Winberg	USA

Women Legends (75+)		
1st	Deirdre Webster	CAN

2017 Split, CRO

Entries 349 Countries 35

Standard

Apprentices		
1st	Maciej Grabowski	POL
2nd	Maxim Semerkh	RUS
3rd	Adonis Bougiouris	GRE
4th	Guilherme Roth	BRA
5th	Girts Fisers-Blu	LAT

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

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

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

Women Grand Masters

1st	Lyndall 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
5th	Michael Kinnear	GBR

Women Great Grand Masters

1st	Hilary Thomas	GBR
2nd	Gill Waiting	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
Entries 227 Countries 23**Standard****Apprentices**

1st	Pablo Rabago	MEX
2nd	Guilherme Roth	BRA
3rd	Alejandro Rabago	MEX
4th	Afonso Aguiar	MEX
5th	Fabian Gomez-Ibarra	MEX

Masters

1st	Brett Beyer	AUS
2nd	Ernesto Rodriguez	USA
3rd	Andrew Dellabarca	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	Ian 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	AUS
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**Apprentices**

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	Ani Barshi	DOM
4th	Marc Jacobi	USA
5th	Brad Taylor	AUS

Grand Masters

1st	Peter Shope	USA
2nd	Andy Roy	CAN
3rd	Mark Bear	USA
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	CAN
4th	Julie Stewart	USA
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 Davos	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**Apprentices**

1st	Adonis Bougiouris	GRE
2nd	Marc Gabrowski	POL
3rd	Matt Blakey	NZL
4th	Angelo Taberner	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 Dillb	AUS
5th	Wolfgang Gerz	GER

Great Grand Masters

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

Radial**Apprentices**

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

Women Apprentices

1st	Monica Azon	ESP
2nd	Cecile Venaut	FRA
3rd	Caroline Muselet	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 Talbot	FRA
5th	Giovanna Lenzi	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 Nagaoaka	JPN
3rd	Waltraud Schmitt	FRA
4th	Jean-Francois Farrugia	FRA

Women Masters

1st	Akemi Nagaoaka	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 Coutts	OMA

Masters

1st	Al Clark	CAN
2nd	Arnoud Hummel	NED
3rd	Chris Dawson	GBR
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 Grigg	NZL
5th	Stephen Wawn	AUS

Radial**Apprentices**

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

Women Apprentices

1st	Kimberly Couranz	USA
2nd	Alexandra Weihrach	GER

Masters

1st	Ian Jones	GBR
2nd	Joao Ramos	BRA
3rd	Martin Van Offen	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 Whittton	AUS

Grand Masters

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

Women Grand Masters

1st	Vanessa Dudley	AUS
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Great Grand Masters

1st	Peter Seidenberg	USA
2nd	Keith Wilkins	GBR
3rd	Henk Wittberg	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 Coppstone	NZL
5th	Rob Woodward	NZL

Masters

1st	Brett Beyer	AUS
2nd	Bradley Taylor	AUS
3rd	Sean Atherton-Feeney	AUS
4th	Andrew Dellabarca	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 Am	AUS

Women Great Grand Masters

1st Hilary Thomas GBR
4.7

Masters

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

Women Masters

1st Claire Heenan AUS
2nd Bronwyn Mitchell AUS
3rd Michelle Lefevre RSA
4th Janet Kemp AUS
5th Jenny Walker AUS

2011 San Francisco, USA

Entries 236 Countries 27

Standard**Apprentices**

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

Masters

1st Arnold Hummel NED
2nd Brett Beyer AUS
3rd Scott Ferguson USA
4th Russ Silvestri AUS
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 AUS
3rd Robert Lowndes AUS
4th Peter Heywood AUS
5th Walt Spevak USA

Women Grand Masters

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

Great Grand Masters

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

2010 Hayling Island, GBR

Entries 354 Countries 31

Standard**Apprentices**

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

Masters

1st Scott Ferguson USA
2nd Arnold 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 Hoult GBR

Masters

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

Women Masters

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

Grand Masters

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

Women Grand Masters

1st Lyndall Patterson AUS
2nd Janet Kemp AUS
3rd Keith Wilkins GBR
2nd Peter Seidenberg USA
3rd Johan Stam NED
4th Jim Quinn GBR
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 Bouglouris GRE
2nd Brett Beyer AUS
3rd Orlando Gledhill GBR
4th Ivar Davies CAN
5th Stewart Casey AUS

Masters

1st Scott Ferguson USA
2nd Arnold 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 AUS
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 GBR
5th Ian Rawet GBR

Women Grand Masters

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

2007 Roses, ESP

Entries 419 Countries 33

Standard**Apprentices**

1st Brett Beyer AUS
2nd Orlando Gledhill GBR
3rd Stephen Cockerill GBR
4th Xav Leclair FRA
5th Erasun Echavarri ESP

Masters

1st Arnold Hummel NED
2nd Al Clark CAN
3rd Cesar Sierhuis NED
4th Scott Ferguson USA
5th Peter Vessella USA

Grand Masters

1st Mark Bethwaite AUS
2nd Michael Nissen GER
3rd Anders Sorenson 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 Baltischeffsky 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 Rawett 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 Andre Martinie DOM
5th Malcolm Courts GBR

Grand Masters

1st Doug Peckover USA
2nd Robert Lowndes AUS
3rd Derek Breitenstein FIN
4th Bob Blakey NZL
5th Ken Brown CAN

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 Baltischeffsky 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 Xav 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	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 Hermann	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 Denis O'Sullivan	IRL
4th Heini Wellmann	SUI
5th Sandy Grigg	NZL

2004 Bitez, TUR

Entries 153 Countries 30

Standard Rig**Apprentices**

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

Masters

1st Colin Dobb	AUS
2nd Jack Schlachter	AUS
3rd Tracy Usher	USA
4th Brett Wright	BER
5th Mark Bear	USA

Grand Masters

1st Mark Bethwaite	AUS
2nd Magnus Olin	SWE
3rd David Edmiston	AUS
4th Robert Lowndes	AUS
5th Sandy Grigg	NZL

Radial**Apprentices**

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

Women Apprentices

1st Yvonne Malmsten	SWE
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Masters

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

Women Masters

1st Lyndall Patterson	AUS
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Grand Masters

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

Great Grand Masters

1st Peter Seidenberg	USA
2nd Jack Hansen	NZL
3rd Kenneth Holliday	RSA
4th Denis O'Sullivan	IRL
5th David 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 Batscheksky	FIN
5th Luis Martin Propato	ARG

Women Apprentices

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

Masters

1st Alastair McMichael	AUS
2nd Bruce Martinson	USA
3rd Lyndall Patterson	AUS
4th Christian Borenus	USA
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 Denis 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 Maddren	NZL
3rd Mark Miller	NZL
4th James Johnston	USA
5th Lew Verdon	AUS

Great Grand Masters

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

Women

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

2001 Cork, IRL

Entries 314 Countries 25

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 Dobb	AUS
2nd Ian Lineberger	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 Malmsten	SWE
5th Jan Kemp	AUS

2000 Cancun, MEX

Entries 147 Countries 20

Standard**Apprentices**

1st Alan Davis	GBR
2nd Alexander Nikolaev	RUS
3rd Terry Scutcher	GBR
4th Bill O'Hara	IRL
5th Martin Halsten	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 Tillman	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 Lew Verdon	AUS
5th Henry de Wolf Jr.	USA

Radial Women

1st Sally Sharp	USA
2nd Jennie King	GBR
3rd Karyn Voos	USA
4th Allison 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	AUS
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 Haruyoshi 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 Denis 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	AUS
4th Rui Sancho	ANG
5th Gary McCrohon	AUS

1995 Tenerife, ESP

Entries 113 Countries 20

Apprentices

1st Nicholas Harrison	GBR
2nd Lance Burger	RSA
3rd Tomas Franzen	SWE
4th Peter Saxton	GBR
5th Norio Akiyama	JPN

Masters

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

Grand Masters

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

1994 Wakayama, JPN

Entries 131 Countries 15

Apprentices

1st	Norio Akiyama	JPN
2nd	Nicholas Harrison	GBR
3rd	Nelson Horn Ilha	BRA
4th	Koichiro Naito	JPN
5th	Doug Peckover	USA

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 Blidner	SWE
5th	David Olson	USA

Grand Masters

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

1989 Aarhus, DEN

Entries 114 Countries 25

Apprentices

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

Masters

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

Grand Masters

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

1988 Falmouth, GBR

Entries 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	Werner Winter	GER
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	Alec 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	Alec 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	Mau dez 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



ILCA 7



ILCA 6



ILCA 4



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