



© Sander van der Borch / Lloyd Images / Oman Sail

2022 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.



**Ian Bruce
(Canada)**



**Bruce Kirby
(Canada)**



**Jeff Martin
(Great Britain)**



**Marit Söderström Nord
(Sweden)**



**Robert Scheidt
(Brazil)**



**Peter Seidenberg
(USA)**



**Dick Tillman
(USA)**

BUSINESS OFFICE

International Laser Class Association, PO Box 49250, Austin, Texas, 78765, USA
Tel: +1-512-270-6727 Email: office@laserinternational.org Website: www.laserinternational.org
www.facebook.com/intlaserclass https://www.instagram.com/ilca_sailing/

REGIONAL OFFICES

AFRICA

Chairman: Nuno Gomes
Email: ngomes999@gmail.com

EUROPE

Chairman: Jean-Luc Michon
Societe Nautique de Genève, Port Noir,
CH-1223 Cologny, Suisse
Email: entryeurilca@gmail.com
Web: www.eurilca.org
www.eurilca.eu

NORTH AMERICA

Executive Secretary: Scott Williamson
Email: lcana.laser@gmail.com
Tel: +1 703-395-9654
Web: www.laser.org

ASIA

Chairman: Aileen Loo
Email: ladyhelm@hotmail.com
Tel: +65 8306 1303

CENTRAL AND SOUTH AMERICA

Chairman: Carlos Palombo
San Lorenzo 315 Piso 13, La Lucila,
(c.p.1636) Buenos Aires, Argentina
Tel: +54 11 4799 1285
Mob: +54 911 4445 4253
Email: cpalombo@palombohnos.com.ar

OCEANIA

Chairman: Ken Hurling
PO Box 5242 Greenwich,
NSW 2065, Australia
Tel: +61 404 17644086
Email: kenhurling@hotmail.com
Web: oceania.laserinternational.org

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

President	Tracy Usher USA	tracy.usher.ilca@gmail.com
Vice President	Hugh Leicester AUS	hugh@hydrotechnics.com.au
Executive Secretary	Eric Faust USA	office@laserinternational.org
Past President	Heini Wellmann SUI	heini@hmwellmann.ch
Africa Chair	Nuno Gomes	ngomes999@gmail.com
Asian Chair	Aileen Loo SGP	ladyhelm@hotmail.com
Central & South American Chair	Carlos Palombo ARG	cpalombo@palombohnos.com.ar
European Chair	Jean-Luc Michon FRA	michonjl@hotmail.com
North American Chair	Andy Roy CAN	aroy187740@gmail.com
Oceania Chair	Ken Hurling AUS	kenhurling@hotmail.com
Treasurer	Nick Page NZL	pages4@xtra.co.nz
Builder Representatives to Advisory Council	Takao Otani JPN	t.otani@psjpn.co.jp
	Peter Hedge AUS	PHedge@hedgeandassociates.com.au

CONSULTANTS

Technical	Takao Otani JPN	t.otani@psjpn.co.jp
Chief Measurer	Aileen Loo SGP	chiefmeasurer@laserinternational.org

TECHNICAL AND MEASUREMENT COMMITTEE

Tracy Usher USA (Chair), Takao Otani JPN, Jean-Luc Michon FRA, Aileen Loo SGP

TECHNICAL OFFICER

Clive Humphris AUS technical@laserinternational.org

HONORARY OFFICERS

Honorary President	Peter Griffiths NZL
Honorary Vice President	Hermann Cornelius GER
Honorary Chief Measurer	Paul Millsom AUS
Honorary Secretary	Jeff Martin GBR

www.laserinternational.org

International Laser Class Association 2022 Handbook

© International Laser Class Association

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

CONTENTS

1.	Administration & World Council	26	Boat Care
2.	Contents Table	27	Class Rules
3	From our President	36	Class Rule Interpretations
4	Go Sailing, Go Racing	36	Instructions for Applying Red Rhombus For Women's Events
5	The ILCA Class Formula	37	Measurement Diagrams
6	ILCA Age Policy and Useful Information	43	Concave Batten Caps
7	Handicap Numbers	44	District General By-Law
8	Coaching and Coaches	45	Measurement By-Law
8	Advertising on sails	46	District Measurers By-Law
8.	Anti-doping	47	Sanctioned Events and Honour Awards By-Law
9	What is ILCA?	49	Status and Dissolution By-Law
11	Finance	49	Postal Ballots By-Law
12	Website	49	Regional Championships By-Law
13	Parts of the boat	50	Technical Tips
14	Constitution	51	Instructions for Applying Sail Numbers
18	Protecting the One Design Principle	56	World Championship Archives
20	ILCA Class Worldwide		
22	Country & District Contacts		

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

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



Eric Faust
ILCA World Executive Secretary



From our President

A boat for Life in a Lifetime Sport



The worldwide COVID-19 pandemic continued to dominate daily life throughout 2021. In spite of this, ILCA had a very successful year with a complete schedule of championship events, driving class growth with a strong network of builders now supplying markets worldwide and, finally, the crowning of two new Olympic champions as the postponed games of the XXXII Olympiad were finally held in Enoshima, Japan, this past Summer. Overall, this has been a very good year for ILCA and gives me great optimism for our class, especially for when we are finally able to return to normal life.

The ILCA Olympic sailing events this past July in Enoshima were an amazing spectacle with exciting video coverage available for every race. On the women's side, it was a tight fight for the podium in the ILCA 6 with three women, who each have been to three Olympic games, battling for the top. Congratulations to Anne-Marie Rindom sailing a strong regatta, and maintaining focus, to take the gold medal by just three points over Josefin Olsson and five points over Marit Bouwmeester. It was exciting to watch them race and marvel at their high level of sailing! The men's side was equally exciting to watch, even if the top step of the podium was less in doubt. Congratulations to Matt Wearn for a dominating performance to take gold in his first Olympics - and to maintain Aussie domination in this event! The next spots were a tough fight with only 10 points separating the next five positions. In the end Toni Stipanovic, sailing in his third Olympics, added another silver to his collection, while Hermann Tomasgaard took bronze in his first appearance at the games. From the class side, this was an extremely well organized event with ILCA extending very special thanks to Takao Otani, our long-time builder in Japan, for the hard work he and his team put in to make it such a success.

In addition to the Olympics, ILCA completed a full schedule of world championships even though a few had to be postponed or moved due to COVID-19 concerns. In particular the ILCA 7 Men's and Master's Worlds were delayed by several weeks but still held in Barcelona and the ILCA 6 Women's and Men's Worlds were postponed and moved from Houston to Oman. This past year also saw worldwide celebrations of ILCA's 50th year with sailing events worldwide including the massive event held in Sydney Harbor this past June complete with 13-time World Masters Champion, Brett Beyer, sailing a special gold colored ILCA dinghy at the head of the fleet! While the world was still impacted by COVID-19 it was refreshing to see ILCA sailors around the globe finding a way to get on the water and compete in their favorite boat!

2021 was also noteworthy as the year ILCA made its final transition to its new identity. There are now eight ILCA builders worldwide that collectively produced over 2000 boats this past year, a big step up from the last 4-5 years. In spite of COVID-19 related shipping delays, dealers worldwide are now able to source boats, spars, foils, sails, etc. For example, this past year has seen more sails built and sold than in over a decade! ILCA is very optimistic for the future and we are excited about the outstanding baseline that has been set as the class enters into its second 50 years!

ILCA was not a young class when it was first chosen for the Olympics, but it was certainly ready. Our class has opened the door to Olympic sailing for a host of new countries and continues to do so year on year. The "ILCA Formula" of three rigs for one hull has developed into three distinct classes (ILCA 4, 6 and 7) serving sailors of different weight ranges. Our class provides a low-cost pathway through age and weight growth and sailing development from the Optimist to the Olympics. This has helped the our class grow to where it is today - with many of the over 200,000 ILCA's still in action today in over 120 countries.

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

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

All of this is held together by the true strength of the ILCA Class - its members. In particular, as sailors we must always recognize and appreciate the many who share their love of ILCA sailing by volunteering their time to organize and run events and help to keep ILCA sailing the best racing to be found anywhere!

As a class we have something very special in sailing and I am profoundly grateful to have had the opportunity to serve you as the ILCA President over these past years.

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 page 22 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.

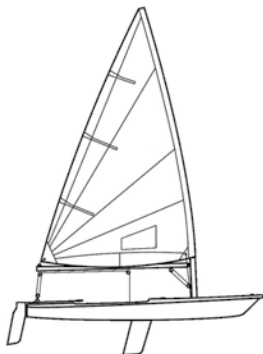
ILCA 4

SAIL AREA: 4.70m²



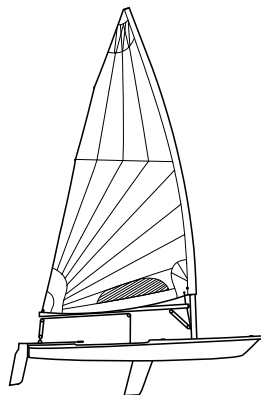
ILCA 6

SAIL AREA: 5.76m²



ILCA 7

SAIL AREA: 7.06m²



Age Policy and Useful Information

WORLD CHAMPIONSHIPS - general

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

YOUTH AGE CHAMPIONSHIP POLICY

The 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.

Age*	12	13	14	15	16	17	18	19	20
Birth Year**	2010	2009	2008	2007	2006	2005	2004	2003	2002
ILCA 4	UNDER 16				UNDER 18				
ILCA 6 Youth				UNDER 17		UNDER 19			
ILCA 6 Women						UNDER 21			
ILCA 7 Men						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 2022 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 an "Under 21" category (17 - 20 years old in the year of the championship) for the ILCA 7 Men and ILCA 6 Women categories.

In 2022 ILCA will organise Youth World Championships in the ILCA 6 and ILCA 4, following the above age limits, as well as an "Under-21" World Championship for the ILCA 7 Men and an "Under-21" World Championship for the ILCA 6 Women.

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

WOMEN - policy

ILCA's recommended policy is that Women's championships should be held in the ILCA 6.

For identification purposes, sails used at certain women's events shall carry a red rhombus above the top batten pocket on both sides, see class rule 4(g).

Red rhombi shall conform with ILCA Rules, Part Two, section 4(g) RED RHOMBUS.

ILCA 4 - policy

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.

ILCA 6 - policy

With the exception of world and some continental championships most ILCA 6 regattas are mixed gender and ages. However, if there are two or more categories (e.g. category men, category women) with 35 or more sailors in each, then these categories should race separately and have separate prizes. Where there are separate prize categories, each category should be identified by either a masthead streamer or a colour band on the mast. When two or more categories race in one fleet, then the individual category results should be extracted from the overall results without rescoring.



MASTERS - policy, age limits and identification

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

Fig. 1

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

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

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

ADVERTISING/SPONSORSHIP

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

ANTI-DOPING

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

POLICY FOR TRANSLATING THE HANDBOOK

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

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

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

What is 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 co-ordinated 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 co-ordinated by officers elected by the District representatives.

INTERNATIONAL (World Council) – The World Council operates like the board of directors of a company. It is responsible for directing the work of the association and maintaining the objects of the association as they are expressed in the association's constitution. The World Council consists of the President and Vice President, the Chairman of each region, the Executive Secretary appointed by the council, a Treasurer, and two builder representatives. Our World Council is truly international, currently consisting 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 world wide notices with information to be distributed to sailors. Many Districts send out their own newsletters or maintain a website with information of local interest. Sailors who have questions can easily contact their District representative or the ILCA office through the website. And District officers can of course contact the ILCA office for assistance on matters relating to the class.

Low price?

Mass production keeps the price of 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.***



© Sander van der Borch / Lloyd Images / Oman Sail

FINANCES

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

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

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

ILCA

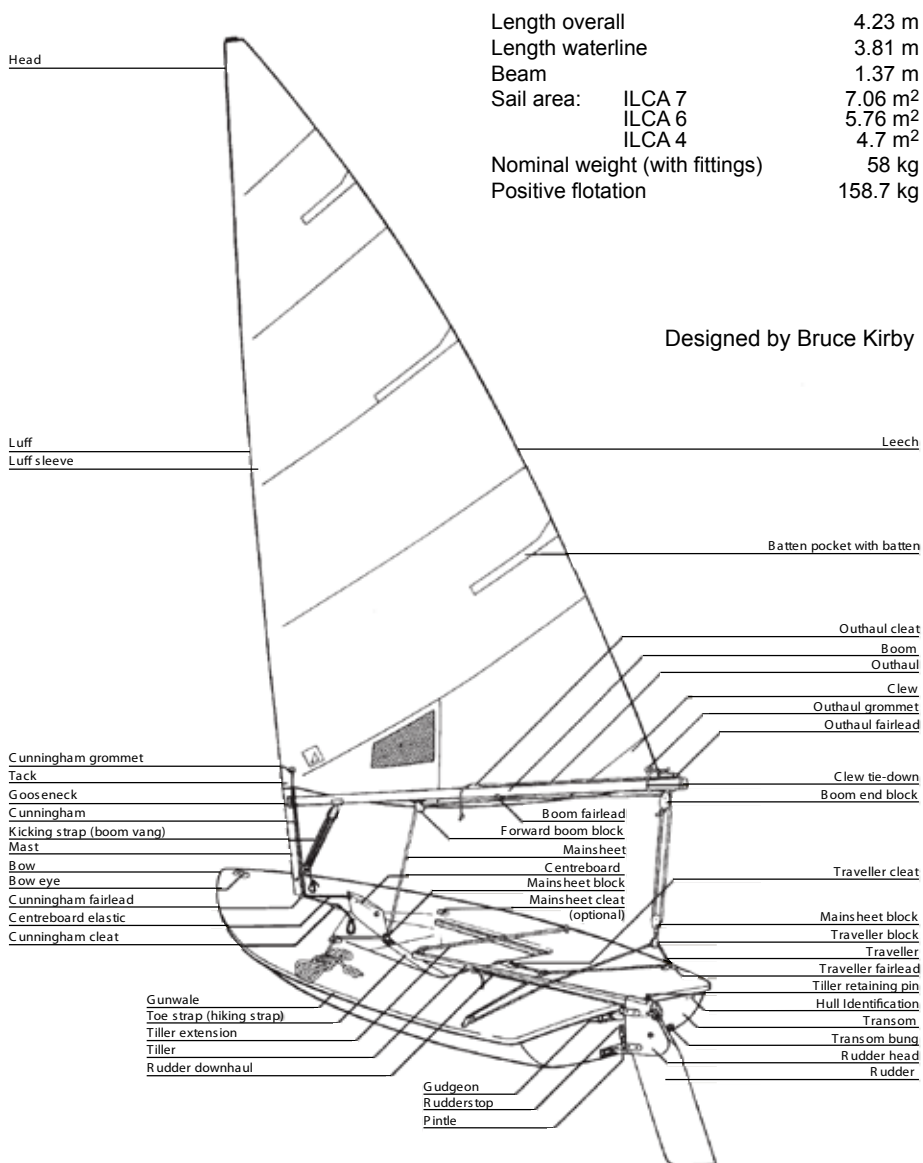
- A self-administered international organisation
- Provides co-ordination, organisation and communication for the class worldwide
- Liaison with national and international authorities
- Maintains one design rules
- Protects the design and ensures consistency
- Monitors building agreements
- Self-funded
- 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

© International Laser Class Association, Texas, USA

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

NAME

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

INSIGNIA

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

OBJECTS

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

POLICY

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

JURISDICTION

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

ORGANISATION

World Council

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

Regions

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

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

Districts

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

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

Fleets

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

MEMBERSHIP AND DUES

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

SUSPENSION AND REMOVAL FROM OFFICE

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

APPEALS

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

ADVISORY COUNCIL

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

BY-LAWS

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

AMENDMENTS

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

TRANSITION PROVISIONS

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

Protecting the One Design Principle

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

The one-design principle is the most important asset of the 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.



© Jon West

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 and safety of the boat, have the chance to be passed.

Rule changes:

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

Changes in the ILCA Build Manual:

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

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

ILCA Member Districts 2022



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

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

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

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



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

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

REPUBLIC OF -
NORTH MACEDONIA
ROMANIA
RUSSIA
SAMOA
SERBIA
SEYCHELLES
SINGAPORE
SLOVAKIA
SLOVENIA
SOUTH AFRICA
SPAIN
ST LUCIA
SWEDEN

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

COUNTRY AND DISTRICT CONTACTS (In Alphabetical Order)

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

Key to Regions: (o) Oceania (csa) Central & South America (e) Europe (int) International (na) North America (a) Asia

ALGERIA (int) Mr. Boualem Haddadi Fédération Algérienne De Voile Cnosaos Bp 88 El Biar, Algiers (W) +213 5425313120 (E) favoille.alg@gmail.com (Web) www.favoille.dz

AMERICAN SAMOA (o) John Goetke PO Box 6397 Pago Pago, AS 96799 (W) +1 684 7334726 (E) goetkejohn@gmail.com

ANDORRA (e) Josep M. Pla Naus Terravella 11 FAV - Av. Tàrragona 93 Andorra la Vella AD500 (W) +376 811 195 (E) contact@andorrevela.com (Web) www.andorrevela.com

ANGOLA (a) Nuno Gomes Angolan Nautical Sports Federation Rua Murtalla Mohamed Clube Naval de Luanda Ilha de Luanda Luanda (W) +244924987900 (E) ngomes999@gmail.com

ANTIGUA (int) Alan Hart Isaac Hill English Harbour St Pauls (H) +1 268 560-4074 (W) +1 268 726-3298 (E) ajhpilot@hotmail.com (Web) www.antiguasailingassociation.com

ARGENTINA (csa) Joaquín Duarte Argentin Av. Coronel Díaz 2717 8 D Ciudad Autónoma de Buenos Aires 1425 (M) +54 911 56518591 (E) oveplaproat@gmail.com (Web) www.laserargentina.squarespace.com.ar

ARUBA (int) Cor van Aanholt Brakkeput Ariba 98 Curaçao (M) +5999 5609454 (E) Arubalaser@gmail.com

AUSTRALIA - NATIONAL (o) Kevin Phillips Australian Laser Class Association PO Box 5242 Greenwich NSW 2065 (E) sec@laser.asn.au (Web) <http://www.lasersdownunder.com>

AUSTRALIA - NSW & ACT (o) Kevin Phillips NSW & ACT Laser Association PO. Box 5242 Greenwich NSW 2065 (M) +61 4271-46400 (E) sec@laser.asn.au (Web) www.laser.asn.au

AUSTRALIA - NT (o) Gary Martin Northern Territory Laser Class Association PO Box 42, Nightlight Northern Territory 814 (H) +61 898955914 (M) +61 404031101 (E) gms50@bigpond.net.au

AUSTRALIA - QLD (o) Phil Danks Queensland Laser Association Inc. 325 Birdwood Terrace Toowoong, Queensland 4066 (E) phil.danks@bigpond.com (Web) www.qldslasers.com

AUSTRALIA - SA (o) Andrew Darcey 40 Milner St. Prospect South Australia 5082 (M) +61 402901935 (E) salaser@adam.com.au (Web) <http://salaser.com.au>

AUSTRALIA - TAS (o) Michael Guskie (TDLA Secretary) 19 McClements Street Howrah Tasmania 7018 (M) +61 408552849 (E) dmgluskie@bigpond.com

AUSTRALIA - VIC (o) John d'Hein PO Box 255 McCrae Victoria 3938 (M) +61 408031275 (E) jdhelin3@bigpond.com (Web) <http://www.viclaser.org.au/>

AUSTRALIA - WA (o) Michael McPulley PO Box 1231 Cannning Bridge Applecross Western Australia 6153 (E) mmcmaulay68@gmail.com (Web) <https://www.walaser.org/>

AUSTRIA (e) Christian Schmid An den langen Lüssen 11/3/1 Vienna 1190 (W) +43 6504136655 (E) austrianlaserclass@gmail.com (Web) www.lasersailing.at

AZERBAIJAN (e) Burcu Algon Giorgianni U Hacıbeyov str no 64 Baku 1010 (W) 393291318013 (E) algonburcu@yahoo.com (Web) www.sailing.az

BAHAMAS (int) Keir Clarke Bahamas Laser Fleet PO Box EE16551 Nassau (W) 242 451-4754 (E) sailmaster@csa@gmail.com (Web) <http://www.bahsailing.org/>

BAHRAIN (a) Kacem Ben Jemia Bahrain Maritime Sports Association PO Box 11622 arad manama 973 (W) +973 17180407 (M) +973 39 146986 (E) kbenjemia@gmail.com

BARBADOS (int) Penny McIntyre Bamboo Hollow 34 East Bamboo Ridge Holders Hill, St. James (H) +246 432 5695 (M) + 246 233 3815 (E) sailfast@carbsurf.com (Web) www.sailbarbados.com

BELARUS (e) Polina Golovina Office F-n d, Zarechje-1, 48/2, Zhdanovichski s/s, Minsk F-n, Minsk obl., 223028 (W) +375 17 511 30 56 (E) info@yachting.by (Web) www.yachting.by

BELGIUM (e) Jan Willem Wolters Nindsebaan 43 Keerbergen, 3140 (H) 003215634006 (M) 00324499746068 (E) jan-willem.wolters@telenet.be (Web) <http://www.lasergroupbelgium.net>

BELIZE (csa) Sharon Hardwick PO Box 601 Belize City (W) +501 624 8529 (E) hardwicksharon@hotmail.com / belzessailingassociation@gmail.com

BERMUDA (int) Brett Wright 7 Cove Point Lane Spanish Point, Pembroke HM01 (H) +1 441 295 2558 (E) Brett.Wright@btirecon.bm (Web) www.bermudaslaser.bm

BRAZIL (csa) Edvaldo Barbosa Avenida Mar Vermelho 330, Apto. 801 Cabelado, PB 58102-110 (W) +55 83988882121 (E) adol.presidente@gmail.com (Web) <http://www.laser.org.br>

BRITISH VIRGIN ISLANDS (int) Tamsin Rand Royal BVI Yacht Club PO Box 200 Road Reef, Road Town Tortola VG1110 (W) +284 494 3286 (E) admin@royalbvivc.org (Web) www.royalbvivc.org

BULGARIA (e) Lyubena Nacheva 75 Vassil Levski Blvd Sofia 1000 (W) +359 2 9300624 (M) +359 887 060865 (E) secretarybulasaf@gmail.com (Web) <http://www.bulasaf.bg>

CAYMAN ISLANDS (int) Raphael Harvey Cayman Islands Sailing Club PO Box 32137 Grand Cayman KY1-1208 (W) +1 345 926 7915 (E) coach@sailing.ky (Web) www.sailing.ky

CHILE (csa) Ignacio Almarza Alejandro Fleming 11020 Casa 21 Santiago (E) ialmarzab@gmail.com (Web) www.laserchile.cl

CHINA (a) Zhen Qiao Room 306 No.74, Tiantan East Road Dongcheng District Beijing 100000 (W) +86 13792477757 (E) chinasailling@sina.com

CHINESE TAIPEI (a) Chen Shuang Chuan Rm. 903 No. 20 Chu-Lun St. Sports Building Taipei 10489 Taiwan Province of China (W) +886 2-8771-1442 (E) ipesailing@ct-sailing.org.tw (Web) <http://www.ct-sailing.org.tw/>

COLOMBIA (csa) Carlos Salas Classe Laser Colombia Calle 45 # 66B-15, Bogotá DC 111311 (W) +57 317 5105501 (E) comodoro.ica.colombia@gmail.com (Web) <http://www.federativelasercolombia.org>

COOK ISLANDS (o) Anne Tiemey Muri Retreat Main Road Ngatangiia, Rarodonga (H) +682 54605 (E) anne@ita.co.ck (Web) www.sailingcookislands.com

CROATIA (e) Zlatko Jakelic 109 D Vukovarska Split 21000 (W) +385 213 99140 (M) +385 9150 53669 (E) zlatkojakelic@gmail.com (Web) www.hjs.hr

CUBA (int) Eduardo Rodriguez Espinosa Federación Cubana de Vela (E) vela@inder.cu

CYPRUS (e) Nicolas Epiphaniou Cyprus Sailing Federation PO Box 51813 Limassol 3508 (W) +357 25 320559 (E) cyacyp@cypnet.com.cy (Web) www.cysaf.org.cy

CZECH REPUBLIC (e) Dan Audy Kainarova 7 Brno, 61600 +42 0602364721 (E) dan.audy@seznam.cz (Web) <http://www.eurolasersat.cz>

DENMARK (e) Michael Faubel Anton Bemisen vej 30 Bredsten 7182 (O) +45 51572245 (E) michaelpeterfaubel@gmail.com (Web) <http://www.lasersailing.dk>

DOMINICAN REPUBLIC (int) Ari Barshi calle principal cabarete puerto plata 57000 (W) +1 809 5710640 (E) an@caribwind.com (Web) www.fdvola.org

ECUADOR (csa) Matias Dyck Cda Sagrada Familia MS1 Guayaquil, Guayas (W) +593 98573357 (E) matiasdyck@gmail.com

EGYPT (int) Dr Medhat El Sayed Ghazal 7 Ebn El Garrah Street No. 30 Cleopatra Station Alexandria (H) +20 3 522 5055 (W) +201 00 600 9495 (E) ghazal_medhat@yahoo.com (Web) www.eswf.info/

EL SALVADOR (csa) Quique Arathoon Km 14.5 Carretera a El Salvador CC Gran Plaza Bodega 306 Guatemala 1016 (E) quiquito_arathoon@hotmail.com

ESTONIA (e) Antis Väinsalu 17/2 Viimsi tee Tallinn Estonia 12112 (M) +372 504 2477 (E) ants@alam.ee

FUJI (e) Neville Koop PO Box 19231 Suva (E) laserclassfiji@gmail.com

FINLAND (e) Virpi Mikkola Meninkkaisentie 10k Espoo 02110 (M) +358 409401800 (E) virpi.mikkola@ski.fi (Web) www.sailaser.fi

FRANCE (e) Jean-Luc Michon 29 Rue de la Judee Le Bois Plage 17580 (M) +33 66 210 9832 (E) michonjl@hotmail.com (Web) <http://www.francelaser.org/>

GERMANY (e) Alexandra Behrens Solling 12 Schleswig-Holstein 24159 Kiel (W) +49 (0) 1733568925 (E) 1. vorszieder@laserklasse.de (Web) www.laserKlasse.de

GIBRALTAR (e) Brian Brophy Royal Gibraltar Yacht Club 26 Queensway (W) 00 350 54029093 (E) sabrophy@telefonica.net

GREECE (e) Virginia Kravariotis 464 Agias Marinas Avenue Koropi Athens 194 00 (W) +30 2108945335 (E) info@hellaslaserclass.gr (Web) www.hellaslaserclass.gr

GUAM - MICRONESIA (e) Marianas Yacht Club Race Chair Micronesia Laser Association c/o Marianas Yacht Club & the Guam Sailing Federation PO Box 2297 Hag GU96932 (W) +871 483 1903 (E) board@marianasyachtclub.org (Web) www.marianasyachtclub.org

GUATEMALA (csa) Juan Estuardo Maeqil 3 calle 3-60, zona 9 Edificio Tecun 3er Nivel, Guatemala 01009 (W) +502 2328 8888 (M) +502 52039783 (E) mcofino@grupotecun.com (Web) www.velagt.com

HONG KONG (e) Swanson Chan Hong Kong Laser Class Association Royal Hong Kong Yacht Club Kellett Island, Causeway Bay (W) +852 98625255 (M) +91 949 1073622 (E) swanson_chan@yahoo.com (Web) www.laser.org.hk

HUNGARY (e) Monika Toth Pacsirta utca 19 Csopak, H-8229 (M) +36 707080027 (E) hunilca1@icloud.com (Web) www.laser-sailing.hu

ICELAND (e) Adalsteinn Jens Loftsson Innotatmidstodin Englavegi 6 Reykjavik (W) +354 514 4210 (E) sil@silspori.is (Web) <http://www.silspori.is>

INDIA (a) Maj Vikram Singh Laser Class Association of India c/o Military College of EME Secunderabad Telangana 500015 (W) +91 4027790396 (E) laserindia@gmail.com (Web) www.lcai.org.in

INDONESIA (a) Othanel Mamahit, Secretary General Sailing PB Porlasi (Indonesian Sailing Federation) Sekretariat Kanselary Pinitil Vi Stadion Utama Bung Karno Senayan Jakarta 10270 (E) othanelmamahit@yahoo.co.id

IRAN (a) Mohammadreza Dorkhan Iran Canoe, Rowing & Sailing Federation, Azadi Sport Complex, Tehran 1484815174 (W) +98 2144739135 (E) crs@hnsy.gov.ir (Web) www.icf.ir

IRELAND (e) Aidan Staunton Flemington Balcadden Co. Dublin K32V201 (W) +353 862426156 (E) aidanstaunton@hotmail.com (Web) <http://www.sailing.org.ie/>

ISRAEL (e) Smadar Pintov 6 Shifrit Str Tel Aviv 6482 (W) +972 3 648 2860 (E) isrsa@sailing.org.il (Web) <http://www.sailing.org.il>

ITALY (e) Associazione Italia Classi Laser (E) gianricci@icloud.com (W) <http://www.italialaser.org/>

JAPAN (a) Takao Oiani 3/13/31, Kamitsuchidana-Minami Ayase Kanagawa-ken 252-1114 (W) +81 467 76 1051 (E) licaipn@cityfujisawa.ne.jp (Web) <http://www.laserjapan.org/>

KAZAKHSTAN (a) Oleg Kulivatskiy 1-20-20 Kapchagay Armaty 40800 (W) +7 772269411 (E) sailing.kaz@gmail.com

KENYA (int) Tom Morton PO BOX 856-00606 Nairobi (M) +254 728 218183 (E) tom@co2.org (Web) www.sailingkenya.org

KOREA (a) Jaehoon Yoo Olympic Convention Center-424 Olympic-Ro Songpa-gu, Seoul 05540 (H) +82 2 420 4393 (W) + 82 2 420 4392 (E) yachtlaserkorea@gmail.com (Web) www.ksaf.org

KUWAIT (a) Khalid Afodary PO Box 5863 Safat 13059 (H) +96 556 16119 (M) +96 590 84448 (Web) www.kuwaitlaserclub.com

KYRGYZSTAN (a) Vladimir Kinki 12 Erkindik Bishkek, 720040 (W) +996312300152 (E) lpsk@mail.ru

LATVIA (e) Girts Fisers-Blumbergs Graudu street 9a, Engure dis LV-3113 (M) +371 29153554 (E) giferfabo@gmail.com (W) <https://lba316846612.wordpress.com/>

LITHUANIA (e) Adomas Janulionis Vilnius Lithuania (M) +370 620 25669 (E) adomas1966@yahoo.com (Web) <http://laser.sailing.lt>

LUXEMBOURG (e) Serge HARLES 57, rue de Schoenfeils Bridel L-8151 (E) serge.haries@pt.lu (Web) www.ycl.lu

MACAU (a) Brian Sou Associação de Vela de Macau Centro Náutico Hac-Sa Coloane Macau SAR (M) +853 66898070 (E) macausailing@gmail.com

MALAYSIA (a) Megat Fauzi Khairuddin Malaysian Yachting Association Suite: 1.14, Level 1 Wisma OCM Hang Jebat Rd Kuala Lumpur 50150 (W) +603 2026 4524 (E) sailmalaysia@gmail.com (Web) www.sailing.org.my

MALTA (e) Peter Dimech 18 Alfred Craig Street Ta' Xbiex BXB1112 (H) +356 2733 6484 (M) +356 7946 8873 (E) peterdimech@onvol.net

MAURITIUS (int) Mike Laifleur Grand Bale Sailing Center Grand Bale (W) +230 26300881 (E) mike.laifleur@yahoo.com

MEXICO (int) Luis Barrios 69 Juan Salvador Agraz CDMX, Mexico 05348 (W) +52 555 4184529 (E) lbarrios@hotelescity.com (Web) www.lasermexico.org

MOLDOVA (e) Denisiuc Alexandr Vasile Lupu 23 Chisinau, 2008 (W) +35699149677 (E) moldosailing@starnet.md

MONACO (e) Marco Superna Yacht Club de Monaco Quai Louis II MC 98000 (M) +3934771 39634 (E) suxina@gmail.com (Web) www.yachtclubmonaco.com

MONTENEGRO (e) Predrag Vučković Crnogorski jedriličarski savezSkver b.b. Herceg Novi 85340 (W) +382 31 321357 (E) cgjs@com.me (Web) www.cgjs.me

MOROCCO (int) Zouhair Cherqi 51 Bd Ibn Sina-Siège des Sports-Agdal-B.P. Rabat, 10080-332 (W) 05 37 67 02 41 (E) firmvoile@gmail.com (Web) www.firmvoile.ma

MOZAMBIQUE (int) Hello da Rosa Alberto Federação Mogambicana de Vela e Canoagem Maputo 5714 (W) +258 847268857 (E) tm.velacanoagem@gmail.com

MYANMAR (a) U Phone Kyaw Moe Myint 132 Inya Road Kamayut Township Yangon (W) +95 1 230 7721 (E) info@myanmarsailing.org (Web) <http://myanmarsailing.org>

NETHERLANDS (e) Remco Kenbeeke Umeirdijk 18 Almere Nederland 1361 AA (M) 0365408895 (E) remco@salcenter.com (Web) <http://www.laserklasse.nl/>

NETHERLANDS ANTILLES (Int) Cor van Aanholt Brakkeput Ariba 98 Curacao (M) +5999 5609454 (E) AHOSailingLaser@gmail.com (Web) <http://www.AHOSailing.org>

NEW ZEALAND (o) Ken Atchison New Zealand Laser Association PO Box 66236 Mairangi Bay Auckland 0754 (E) secretarynzlaser@gmail.com (Web) www.nzlaser.org

NIGERIA (Int) Ebenezer Ukwunna 1 Kessington Broadway Satellite Town Lagos (W) +234 802 442 4674 (E) eukunwaa@yahoo.com

NORTH AMERICA (na) Scott Williamson 3604 Dorshire Court Pasadena MD 21122 USA (W) +1 703-395-9654 (E) ilcana.laser@gmail.com (Web) www.laser.org

See list of Districts on page 25 or go to www.laser.org

NORWAY (e) Vidar Skaar Fuglstevengen 13 Molde, 6415 (M) +47 957 21 233 (E) vskaar@online.no (Web) www.lasemyt.no

OMAN (a) Hashim Al Rashid Oman Sail LLC PO Box 2394 Ruwi PC 112 (E) hashim.rashid@omansail.com (Web) www.omansail.com

PAKISTAN (a) Dr Muhammad Akram Tariq Laser Association of Pakistan, National Sailing Centre Karachi, Sindh 75600 Pakistan (W) + 92 321 5004604 (E) paksailing1969@gmail.com

PAPUA NEW GUINEA (o) Graham Numu Papua New Guinea Laser Association Royal Papua Yacht Club PO Box 140 Port Moresby Oceania 1111 (W) +675 325 5143 (E) graham.numu@gmail.com

PARAGUAY (csa) Alejandro Gorostiaga Manuel Talavera 195 esq Guido Spano Asuncion, Central 1829 (W) +59598103617 (E) alejandro.gorostiaga@gmail.com

PERU (csa) Pablo Peschiera Av. Juan de Alagá 425, of 401 Magdalena Lima 01 (W) +51 987 582 310 (E) laser.per@presidencia.gob.pe (Web) <http://laserperu.org.pe/>

POLAND (e) Katarzyna Debernay Al. ks. J. Poniatowski 903/99 1 Warszawa (M) +48 500009039 (E) kontakt@klasalaser.pl (Web) www.klasalaser.pl

PORTUGAL (e) Rui Raimundo Doca de Belém Lisboa 1400-038 (E) laserapo@gmail.com (Web) www.laserportugal.com

PUERTO RICO (Int) Marta Enriquez Cobos Sabanera Dorado 533 Camino de Aguirre Dorado 00646 (M)+1-7872224793 (E) sebjandroro@gmail.com (Web) www.sailingpuor.org

QATAR (a) Ali Nasser Telfat Qatar Sailing and Rowing Federation PO Box 23515 Doha (H) +974 4420305 (M) +974 54 253 233 (E) qatarsailing@yahoo.com (Web) <https://qsfm.fq>

REPUBLIC OF NORTH MACEDONIA (e) Stefan Stavrev Partizanska 19 Struga, 6330 (M) +389 78 472 482 (E) nk@efsm.org.mk (Web) www.efsm.org.mk

ROMANIA (e) Razvan Plesaru Theodor D. Speranitia 108 Bl. S22, Sc.1, Ap.4, Sector 3 Bucharest 30941 (E) plesaru@yahoo.com (Web) www.lasersailing.ro

RUSSIA (e) Maxim Semerkhanov 8-446 Luznetskaya nab. Moscow 119991 (W) +79 166233075 (E) 777maksim@mail.ru (Web) www.ruslca.ru

SAMOA (o) Raema von Reiche P.O. Box 2858 Apia, South Pacific 1000 Samoa (M) +685 7771346 (E) raemavonreiche@gmail.com

SERBIA (e) Miroslav Petkovic 53a Veselina Maslesa Belgrade 11000 (M) +381 6330 4577 (E) mpetkovic@ajkbeograd.com (Web) www.sailing.org.rs

SEYCHELLES (Int) ALAIN ALCINDOR B 41 Hermitage PO BOX 508 Mont Fleuri Man (W) +248 32 39 08 (M) +248 72 23 28 (E) noas@seychelles.net

SINGAPORE (a) High Performance Manager National Sailing Centre 1500 East Coast Parkway Singapore 468963 (W) +65 6444 4555 (E) performance@singaporelaser.org.sg (Web) www.sailing.org.sg

SLOVAKIA (e) Michal Andel Diei 226/4 Hôrky, Žilina 01004 (M) +421 902 896 099 (E) michal.andel@stokolajchingu.com (Web) www.sailing.sk

SLOVENIA (e) Vito Batistic SLOLASER Dantjevoja 22 Izola 6310 (W) +386 40337778 (E) vito.baticistic@gmail.com (Web) www.jzs.si

SOUTH AFRICA (Int) Alan Keen 8 Rover Rd Rondebosch 7700 (W) +278 2552 8750 (E) akeen.home@gmail.com (Web) <http://www.laser.org.za>

SPAIN (e) Jordi Capella Arondo C/ Mallorca nº 61 piso 1rC Barcelona 8029 (W) +34 674 163367 (E) Laser.esp@gmail.com (Web) www.laser-esp.com

SRI LANKA (a) Sarath Kuragama Yachting Association of Sri Lanka Level 4, 1. Lake Crescent Colombo 02 (W) +94 714007684 (E) sskuragama@yahoo.com.sg

ST LUCIA (Int) Ulrich Mexner P.O. Box 2091 Gros Islet Castries LC01 101 (W) +1758 452 8531 (E) ulrichmexner1@gmail.com (Web) www.stluciacyachtclub.com

SWEDEN (e) Magnus Engdahl Funksigatan 2 Västerås, SE - 723 46 (W) +46 709 840 038 (E) magnus.axel.engdahl@gmail.com (Web) <http://www.lasersweden.se>

SWITZERLAND (e) Gisèle Veluz LUTHER CH. de l'Ochettaz 23 Saint-Sulpice VD 1025 (H) +41 21 6919281 (E) secretaariat@swiss-laser.org (Web) <http://www.swiss-laser.org>

TAHITI (o) Nicolas Gayet PO Box 8211 Taravao, Polynesie Française 98719 French Polynesia (E) familiegayet@yahoo.fr

TANZANIA (Int) Nelly Coelho P.O. Box 110219 Dar es Salaam (M) +255713660009 (E) tzsailingassociation@gmail.com (Web) <http://tanzaniasailingassociation.webs.com>

THAILAND (a) Nima Chander 49/11 Riam Rudee Soi 3, Lumpini, Pathumwan Bangkok, 10330 (W) +66 89194030 (E) nimarong@gmail.com (Web) <http://laserthailand.weebly.com/>

TRINIDAD AND TOBAGO (Int) James Arrindell 1 Abercromby Street Port of Spain Trinidad (H) +868 637 2911 (M) +868 389 2792 (E) james.arrindell@gmail.com (Web) <http://www.ttsailing.org/>

TUNISIA (Int) Oumayma Khadrhour Federation Tunisienne de Voile Bloc "B" - 5ème étage Maison des Fédérations Sportives Tunis 1003 (W) +216 22 525 588 (E) ftv@ftv.org.tn (Web) www.ftv.org.tn

TURKEY (e) Tayfun Erey Türkiye Yelken Federasyonu 4. Levent Sanayi Mah. Eski Büyükdere Cad. No:43 K:2 Kagitthane, Istanbul (W) +90 212 270 4080 (E) info@tyf.org.tr (Web) www.tyf.org.tr

TURKS AND CAICOS (Int) David M. Douglas The Right Park Lower Right Providenciales (W) +1 649 231 0624 (E) admin@tcsa.org (Web) www.tcsailing.com

UGANDA (Int) Stephen Luswata Victoria Nyanza Sailing Club PO Box 7892 Kampala (W) + 256 772 481762 (E) slugemwaluswata@gmail.com (Web) www.sailinguganda.com

UKRAINE (e) Valery Kudryasov 7 13 Polovetska Str. ap. 81 Kiev 4107 (M) +380 5041 16547 (E) ukraserassoc@ukr.net (Web) www.lasersailing.com.ua

UNITED ARAB EMIRATES (a) UAE Sailing & Rowing Federation PO Box 45656 Abu Dhabi (W) +971 26501119 (E) sg-office@sarf.ae

UNITED KINGDOM (e) Elle Rausniak PO Box 2176, BN25 9EQ (W) +44 208 0586808 (E) office@ilca.org.uk (Web) www.ilca.uk

URUGUAY (csa) Bruno Grundwadt (W) +598 95 643 692 (E) Grundwaldbruno@gmail.com (Web) www.you.org.uy

US VIRGIN ISLANDS (Int) Megan Littlefield PO Box 25917 St Croix VI 00824 (M) +1 561-313-6599 (E) meganskv@gmail.com (Web) <http://virginislandsolympics.org>

VENEZUELA (csa) Mar Federación Venezolana de Vela Torre America 713 Ave. Venezuela Bello Monte Caracas Apartado 76069 Caracas 1070 (W) +58 212 761 9105

(E) federacionvenezolana@vevela@gmail.com (Web) [sibuspinnin@hotmail.com](http://www.sibuspinnin@hotmail.com)

ZIMBABWE (Int) Megan Griffiths 14 Ryelands Court Portlerry Road Harare (W) +263 772 143 246 (E) megan@griffiths@gmail.com

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 ILCA's 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 ILCA's 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.



© Sander van der Borch / Lloyd Images / Oman Sail

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 round the rules that will give us an advantage.

The class rules are written to prevent any changes from the manufactured boat that might affect performance, so that on the water each boat is the same. The few changes to the standard boat that are allowed are minor and only to allow for a few options that make racing the 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 which 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 Class boat that has a change or addition not allowed by the class rules you will be disqualified from the race. Ignorance of the rules is no defence.

Cheating

In our sport in every club and class there is the odd person who needs to cheat to win. Cheating is doing something that you know is against the rules. Whether you gain an advantage or not is irrelevant.

Our class is strong and popular because we believe in a strict one design and our sailors want to know that they are racing on equal terms. ILCA takes a very strong line with competitors who do not sail according to the Class rules. There have been cases in the past where sailors who have sailed with illegal boats have been banned from competing in 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 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.

Class Rules Index

PART ONE		8. Hull Coatings.....	32	21. Clips & Storage Bags.....	34
Object.....	28	9. Class Association Membership.....	32	22. Compass.....	34
Fundamental Rule.....	28	10. Advertising.....	32	23. Wind Indicators.....	34
Hull Identification.....	28			24. Tape and Line.....	34
Definition of a Builder.....	28	PART THREE:		25. Safety Equipment.....	34
PART TWO		11. Hull Finish.....	32	26. Repairs & Maintenance.....	34
1. Measurement Diagrams.....	28	12. Transom Drain Bung.....	32	27. Reefing.....	34
2. Measurement.....	28	13. Self Bailer.....	32	28. Boat or Body Mounted Camera.....	34
3. Control Systems, Control Lines and Fittings.....	28	14. Centreboard.....	32		
4. Sail Registration Numbers, National Letters & Flag.....	30	15. Rudder.....	32	PART FOUR	
5. Mast.....	31	16. Tiller.....	33	29. ILCA 6.....	34
6. Clothing and Equipment.....	31	17. Hiking Strap.....	33	30. ILCA 4.....	35
7. Sailing Requirements.....	32	18. Boom.....	33		
		19. Mast.....	33	PART FIVE	
		20. Inspection Ports.....	34	31. Amendments.....	35

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

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

Valid from 1st January 2022. Cancels all previous rules and interpretations.

RECENT CHANGES:

1 January 2020

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

1 January 2019

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

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

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

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

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

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

1 January 2017

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

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

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

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

INTRODUCTION

The principle of the 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.

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 By-Laws the following procedure shall be adopted:

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

3. CONTROL SYSTEMS, CONTROL LINES AND FITTINGS

(a) Control System Definitions

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

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

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

- iii An “**Optional**” fitting is a fitting or block that replaces, or is additional to, a **Standard Fitting** as allowed by these Rules.
- iv A “**Builder Supplied**” fitting replaces a **Standard Fitting**, and is supplied only by the Builder, as allowed by these Rules.
- v A “**Turning Point**” is a sheave (pulley) in a block, a rope loop, a rope loop reinforced with a thimble, the outhaul fairlead, a shackle, part of a fitting, sail cringle, mast or boom around which a moving **Control Line** passes, **except that** the cunningham fairlead, the “**Optional**” blocks attached to the “**Builder Supplied**” deck block fitting, the cunningham clam cleat, and the “**Optional**” cam cleats attached to the “**Builder Supplied**” deck cleat base **will not be counted as “Turning Points”** in Rules 3(e) and 3(f).
- vi When an “**Optional**” block, or shock cord is **attached** to a fitting, line, mast, boom or the sail, it may be attached either with or without a shackle, clips, balls, hooks and/or a tie line.

(b) Control Lines and Fittings

- i. Control lines shall be natural or synthetic rope.
- ii. Control lines shall be of uniform thickness, but may vary in thickness for the purpose of a splice at the load bearing attachment point.
- iii. In a control line system where more than one control line is permitted, lines of different diameter shall not be joined together.
- iv. “Optional” blocks allowed in cunningham, vang or outhaul control systems, shall have sheaves of diameter not less than 15 mm and not more than 30 mm.



- Thimbles allowed to reinforce rope loops used as “Turning Points” in the cunningham, vang and outhaul control line systems shall not exceed 40mm in length.
- v. Only single or double “Optional” blocks shall be used. A single block means a block with one sheave; a double block means a block with two sheaves. “Optional” blocks may include a becket, a swivel and/or a shackle.

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



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

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



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

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

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

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



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

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

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

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

(d) Vang – also see Rules 3(a) & 3(b)

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

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



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

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

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

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

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

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

iv. Deck Block Fitting and Deck Cleat Base

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

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

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

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

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

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

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

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

viii. Deck Led Outhaul System

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

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

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

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



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

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

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

4. SAIL REGISTRATION NUMBERS, NATIONAL LETTERS AND NATIONAL FLAG

(For 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:

- i. when the hull and/or sail are provided by the organisers for an event and after approval of the International Laser Class Association, the numbers on the sail used for that event only may be single, double or triple digit numbers.
- ii. in the case of a 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.
- iii. when a sail is damaged during a series and Rule 7 (c) applies the sail number may contravene Rules 4 (a) and (e) ii only when written permission for a sail number change is given by the Race Committee.

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

The letters on the starboard side of the *MKII* sail shall

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

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

(g) RED RHOMBUS

- i. Sails used in the following women's events shall carry a red rhombus above the top batten pocket on both sides;
 - a. World or regional (continental) championships.
 - b. Events described as "international events" by the Notice of Race or Sailing Instructions.
 - c. Other events that prescribe in the Notice of Race or Sailing Instructions that women competitors should be identified.
- ii. The minimum size and approximate position shall comply with diagram on page 36.
- iii. The rhombus may be retained for racing in other events.

(h) NATIONAL FLAG

If required by the Notice of Race and the Sailing Instructions, a national flag with a nominal size of 567 x 337 mm shall be applied to both sides of the mainsail. For the 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

- (a) 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).
- (b) Competitors shall not wear or carry non floating clothing or equipment which in total weight exceeds 500 grammes dead weight except protective sailing clothing.
- (c) For the purposes of weighing clothing and equipment as required by RRS Appendix H three coat hangers may be used instead of a rack.

7. SAILING REQUIREMENTS

- (a) The 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 pintle and a pin or clip inserted in the hole to prevent loss of the rudder.

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

18. BOOM

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

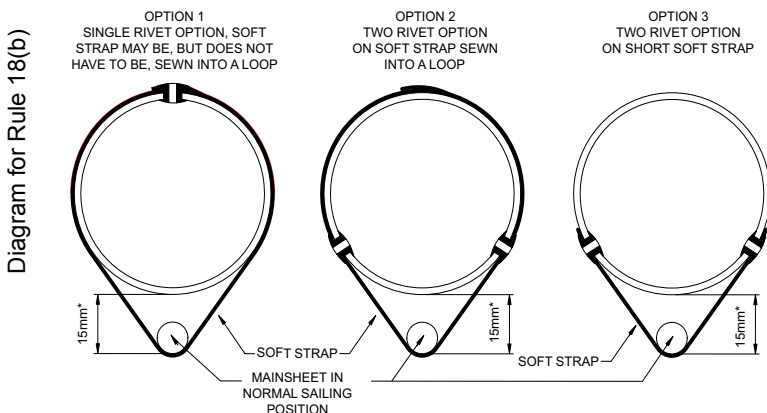


19. MAST

- (a) To prevent abrasion of the mast step, tubes or collars of uniform thickness not exceeding 1 mm in total may be placed around the entire circumference of the lower mast or the mast step cavity. A tube or collar shall not extend more than 10 mm above deck level. In addition, a disc of uniform thickness not exceeding 1mm in thickness may be placed in the bottom of the mast step.
- (b) The mast or mast cavity may be lubricated.
- (c) Tape or other bushing material may be applied to both the plastic end cap, the collar of the upper mast and the upper mast to ensure a snug fit. The tape or bushing material may only be used on that portion of the plastic parts that actually slide into the lower section and/or between the upper mast and the collar and it shall be a uniform thickness around the circumference. Taping or bushing material above the collar to fair the collar into the mast is prohibited.
- (d) Flexible adhesive tape may be applied to the outside of the joint of the upper and lower mast sections to a limit of 40mm above and below the joint to prevent rotation of the mast sections at the joint.



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



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

20. INSPECTION PORTS

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

Storage receptacles are permitted underneath hatch covers.

21. CLIPS AND STORAGE BAGS

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

22. COMPASS, ELECTRONIC EQUIPMENT AND TIMING DEVICES

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

23. WIND INDICATORS

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

24. TAPE AND LINE

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

25. SAFETY EQUIPMENT

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

26. REPAIRS AND MAINTENANCE

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

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

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

27. REEFING

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

28. BOAT OR BODY MOUNTED CAMERA

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

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

Class Rule Interpretations

1. Approved compasses that meet the requirements of Rule 22. Compass, Electronic Equipment and Timing Devices. A list of approved compasses can be found on the ILCA website - please go to the "Interpretations" tab under "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.



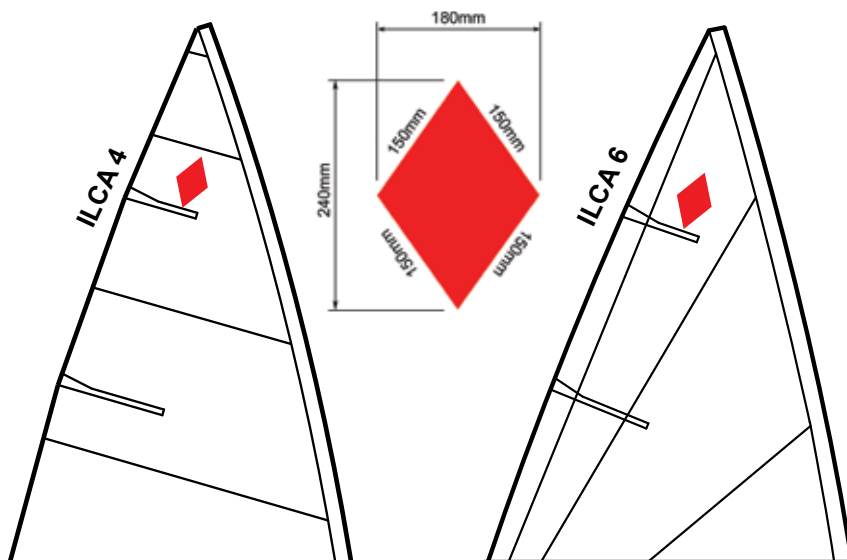
Instructions for Applying Red Rhombus For Women's Events

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.

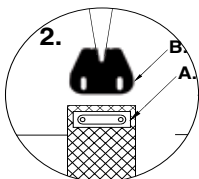
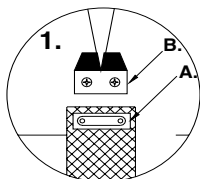


Measurement Diagrams

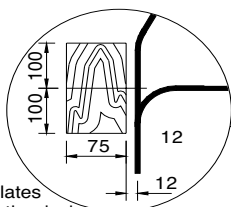
(pages 37 to 43 part of class rules)

All dimensions shown in millimetres

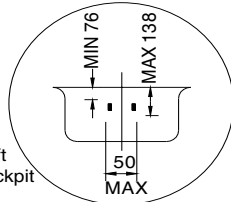
Measurements are shown only as a guide to replacement in the event of failure.



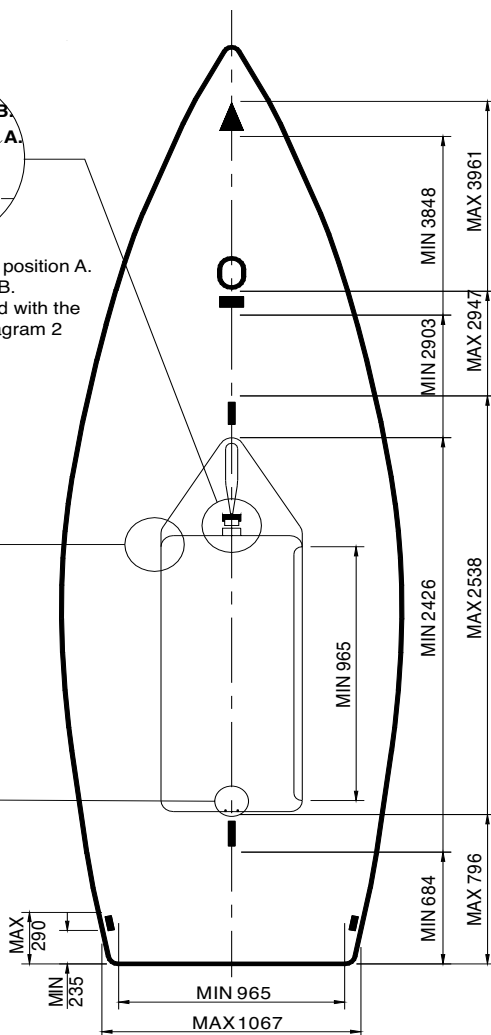
Mainsheet block shall be attached to eyestay in position A.
Centreboard Brake shall be attached in position B.
Centreboard Brake in diagram 1 may be replaced with the builder supplied Centreboard Brake shown in diagram 2



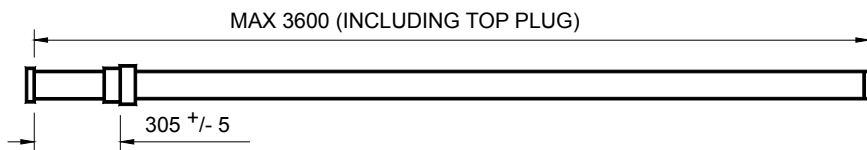
Wooden backing plates are under the deck for the fitting of cam or clam cleats



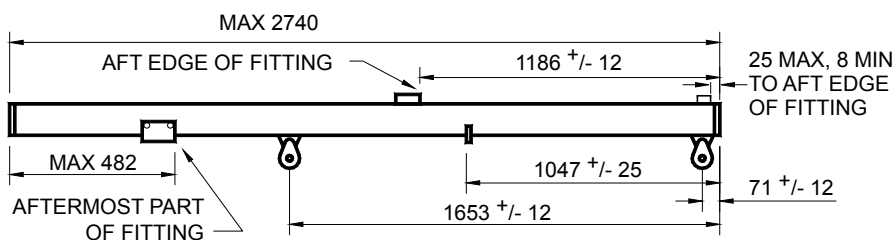
Eyes at aft end of cockpit



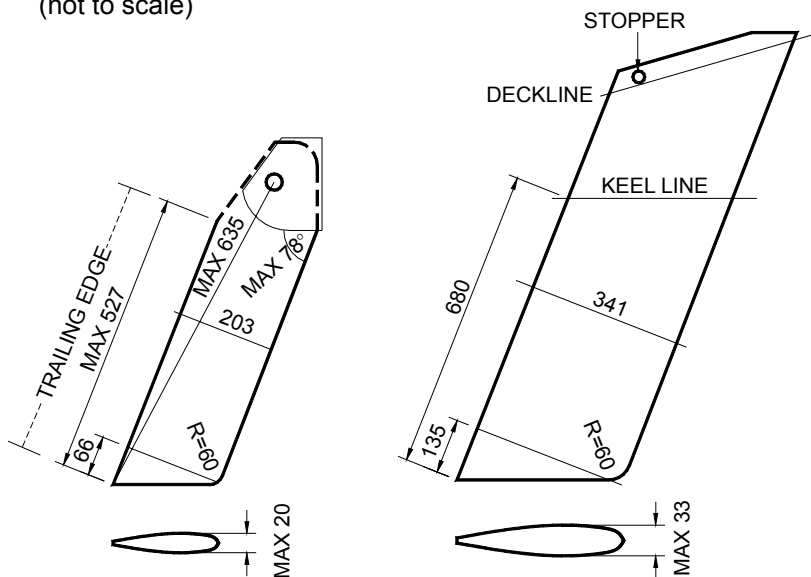
ILCA 7, ILCA 6 & ILCA 4 MAST TOP SECTION



ILCA 7, ILCA 6 & ILCA 4 BOOM

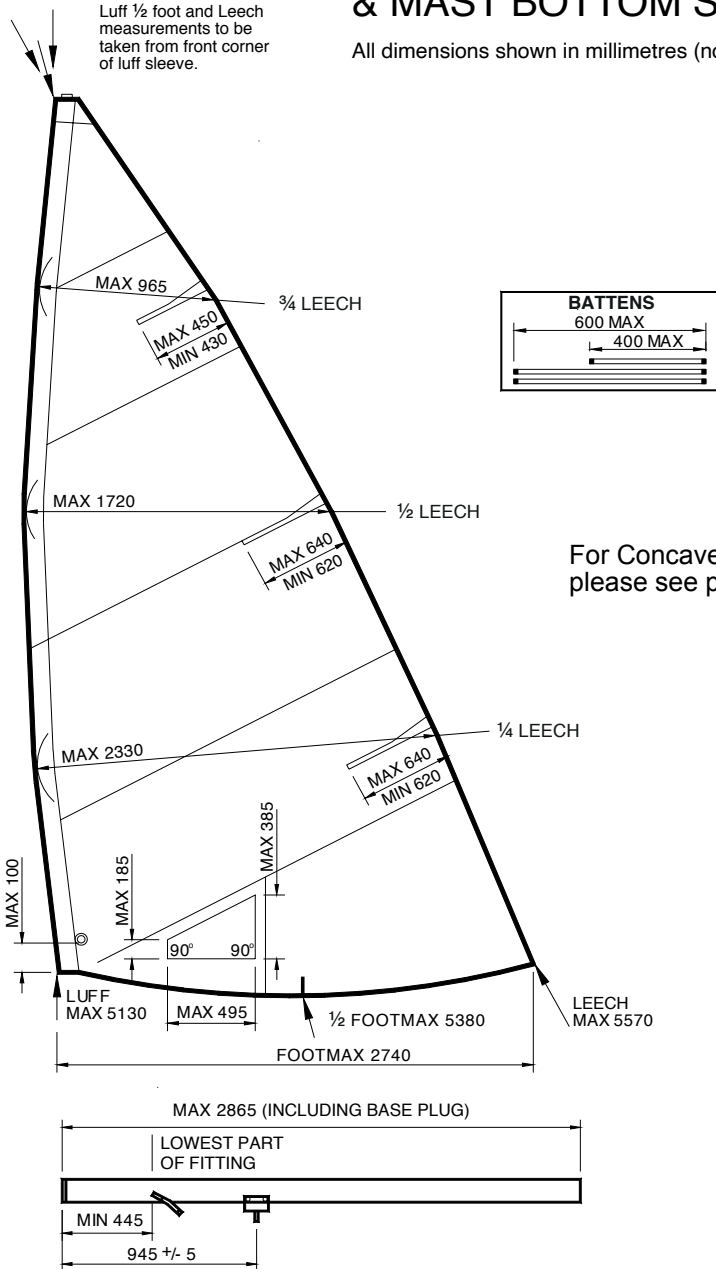


All dimensions shown
in millimetres
(not to scale)



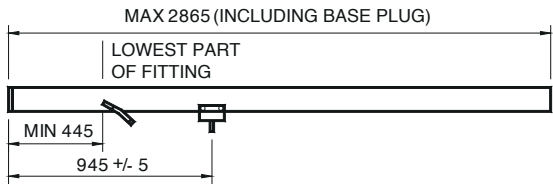
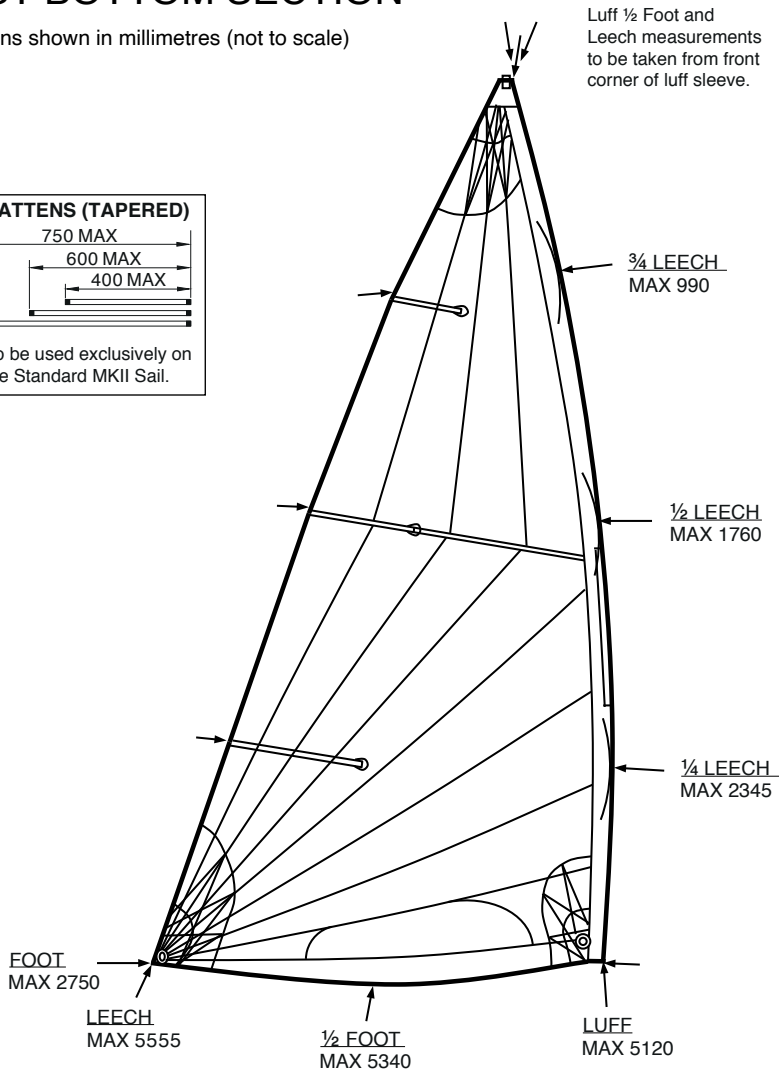
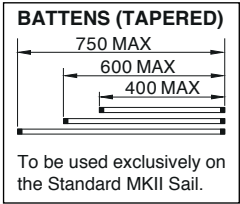
ILCA 7 CLASS MKI SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)



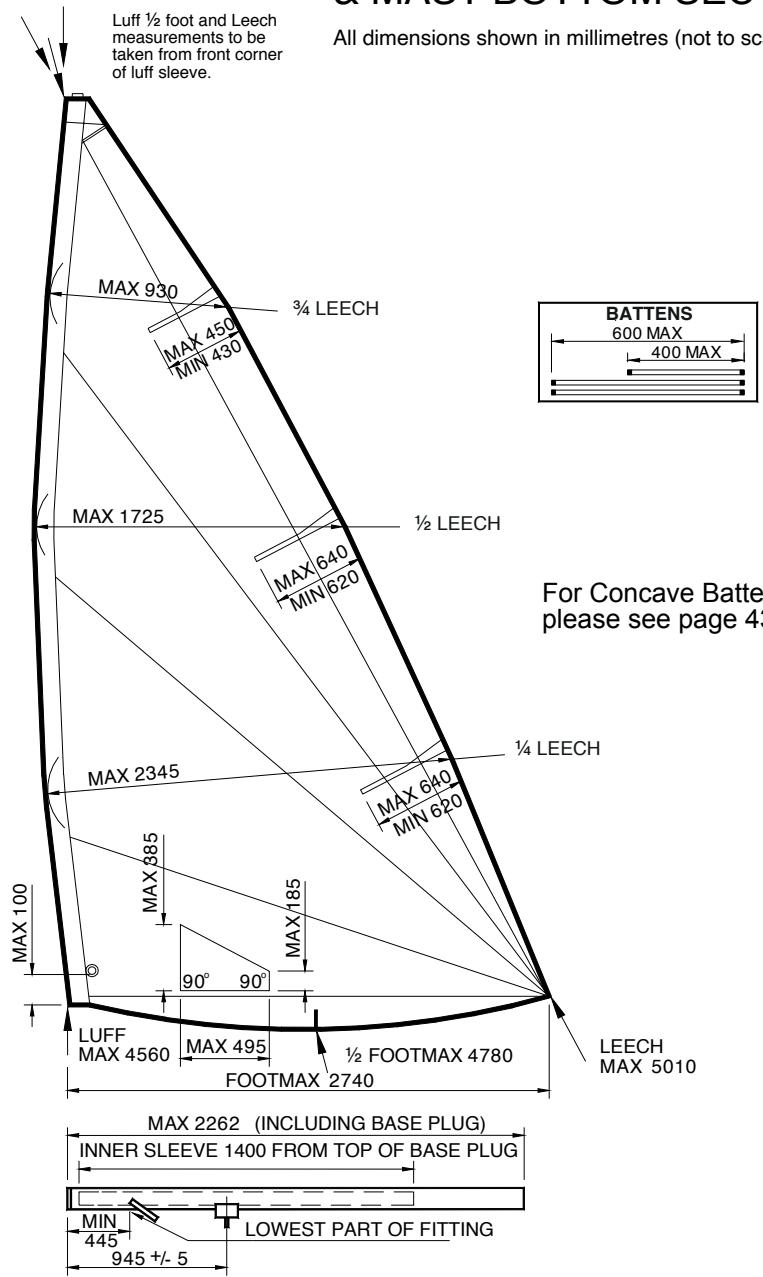
ILCA 7 CLASS MKII SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)



ILCA 6 CLASS SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)



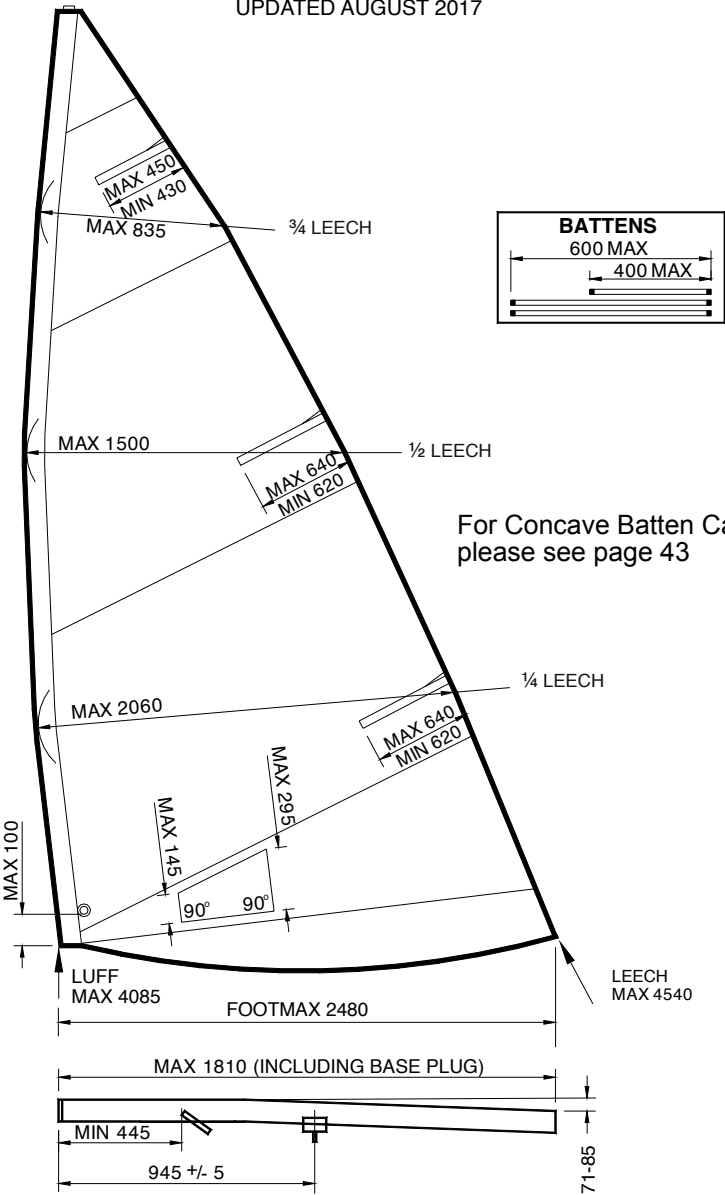
For Concave Batten Caps
please see page 43

ILCA 4 CLASS SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)

UPDATED AUGUST 2017

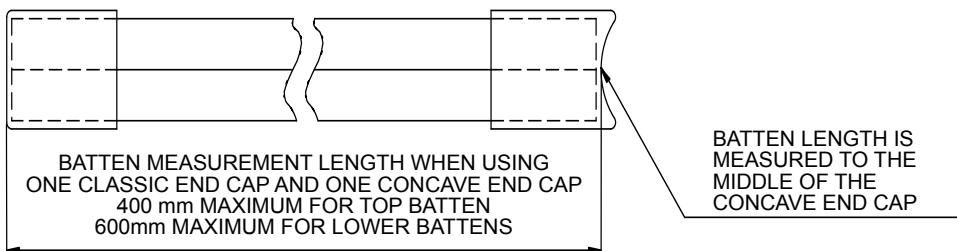
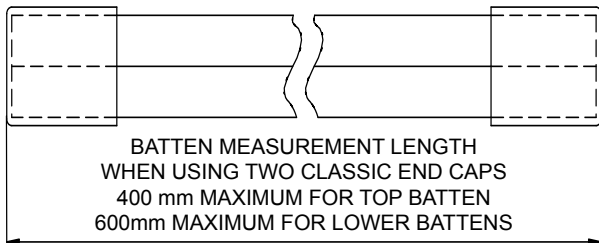
Luff and Leech
measurements
to be taken from
front corner of
luff sleeve.



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 39-42 for full sail and bottom section diagrams.



ILCA By-Law 2: District General By-Law

1. NAME

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

2. OBJECTS

The objects of the District Association are

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

3. FLEET CHARTERS

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

4. ASSOCIATION OFFICERS

The District Association shall be comprised of a

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

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

8. FEES

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

9. DISTRICT CHAMPIONSHIPS

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

10. BY-LAWS

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

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

11. COMING INTO FORCE

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

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

ILCA By-Law 3: Measurement

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

2. (a) Hull

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

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

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

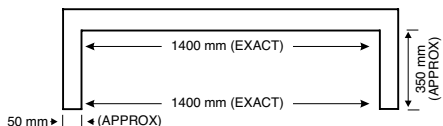
(b) Equipment

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

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

Schedule A to By-Law 3

1. Measurement Template



2. Measurement of Hull

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

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

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

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

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

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

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

Example: Measurements on 5 sample boats:

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

Diagram 1

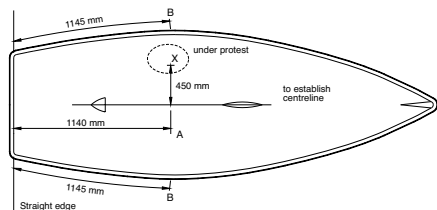
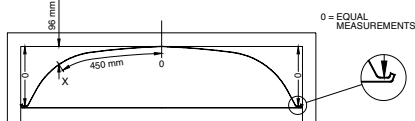


Diagram 2



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

Measurement of Rocker

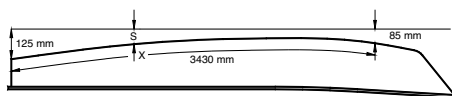
Turn boat upside down. Measure out a distance of 3430 mm along the keel line of the boat.

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

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

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

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



deviate by more than 2 mm.

ILCA By-Law 4: District Measurers

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

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

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

ILCA By-Law 5: Sanctioned Events and Honour Awards

SANCTIONED EVENTS

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

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

HONOUR AWARDS

Sail Awards

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

World Championships

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

Regional Championships

(which may be known as "Bar Events")

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

Multi District Events

(which may be known as "Medallion Events")

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

District Sanctioned Events

(which may be known as "Diamond Events")

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

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

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

Trophies

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

World Championship

Winner

Cube inscribed with 3 Chevrons

Series 2nd & 3rd place finishers

Cube inscribed with 2 Chevrons

Each daily 1st place finisher

Cube inscribed with 1 Chevron

Series 4th & 5th place finishers

Cube inscribed with 1 Chevron

Regional Events ("Bar Event")

Winner

Cube inscribed with 3 Bars

Series 2nd & 3rd place finishers

Cube inscribed with 2 Bars

Series 4th & 5th place finishers

Cube inscribed with 1 Bar

Multi District Events ("Medallion Events")

Winner

Cube inscribed with 3 Medallions

Series 2nd & 3rd place finishers

Cube inscribed with 2 Medallions

Series 4th & 5th place finishers

Cube inscribed with 1 Medallion

District Events ("Diamond Events")

Winner

Cube inscribed with 3 Diamonds

Series 2nd & 3rd place finishers

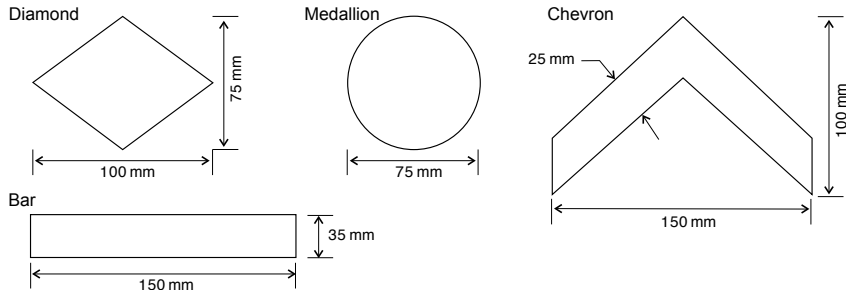
Cube inscribed with 2 Diamonds

Series 4th & 5th place finishers

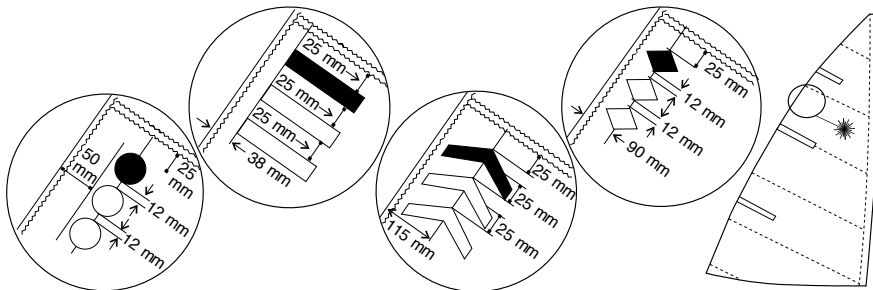
Cube inscribed with 1 Diamond

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

Size and Shape of Award Symbols



Schedule A: Position of Award Symbols



ILCA By-Law 6: Status and Dissolution

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

ILCA By-Law 7: Postal Ballots

1. For the purposes of Constitution article 17 (c) and By-Law 1 (Rules) paragraph 31 (c) Postal Ballots may be published by any of:
 - (a) a printed document
 - (b) e-mail
 - (c) e-mail or a printed document and notice on the Association's website

2. Responses to a Postal Ballot shall be by returning the Postal Ballot Voting Form by letter, fax, e-mail or completing a designated web based Postal Ballot Voting Form.
3. When so designated by the World Council a Postal Ballot on a subject that relates only to members owning a specific rig shall be voted upon only by members owning the specified rig.

ILCA By-Law 8: Regional Championships

Organisation and Conduct of Regional (Continental) Championships

1. At least 18 months in advance of a Regional (Continental) Championship and before the dates, venue and notice of race of such a championship are published the venue and dates shall be submitted to the World Council for approval. Before giving such approval the World Council shall consider the requirements of this By-Law and any other aspect affecting the quality and fairness of the competition.
2. The sailing instructions shall be submitted to ILCA for approval 4 months before the date of the first race and shall follow the ILCA standard championship instructions.
3. An ILCA District or International Measurer approved for the event by the ILCA Chief Measurer shall inspect boats at the championship prior to the start of racing using a check list and procedure prepared by the ILCA Chief Measurer.

Technical Tips

One of the great things about the 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.



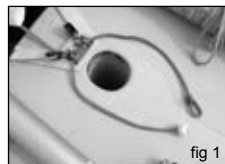
When chartering a boat at a regatta please refer to the charter boat operator's policy on changing hiking straps.

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

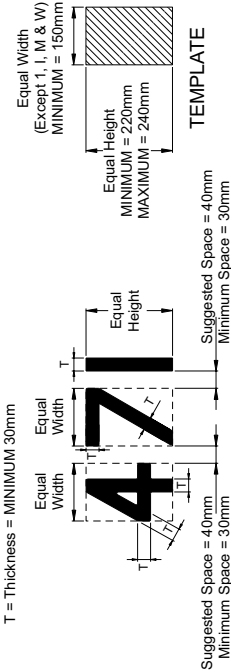
1. Spread the sail out flat on the working surface so that the starboard side of the sail is facing up. The leech (back edge of the sail) will be on the left hand side as shown in the positioning diagrams.
2. **Make sure you are using the correct diagram for the design of sail you are applying the numbers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

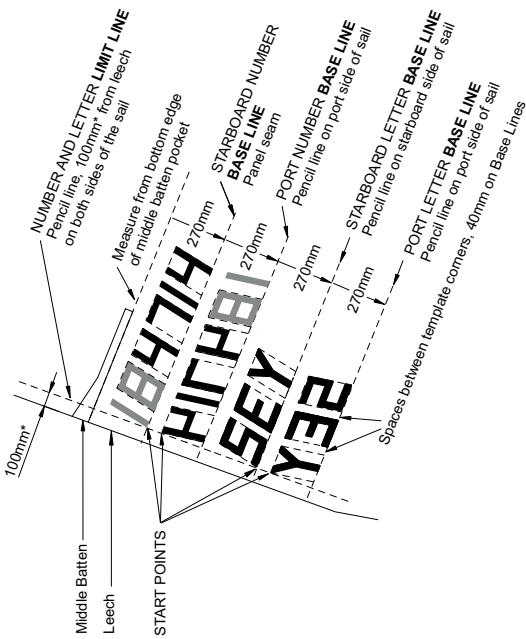
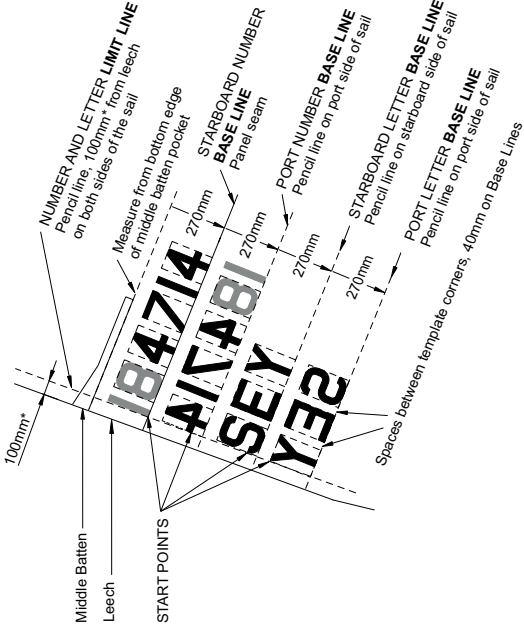
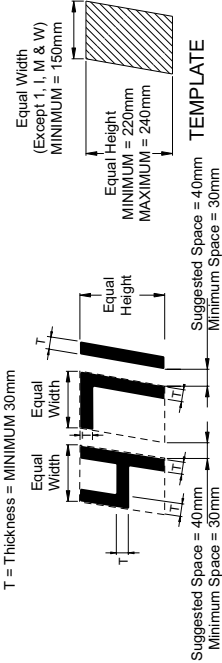
1. Spread the sail out flat on the working surface so that the port side of the sail is facing up. The leech (back edge of the sail) will be on the right hand side. Draw the **Base Line** for the port numbers (and letters).
2. Start with the letter or number closest to the leech making sure that no part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



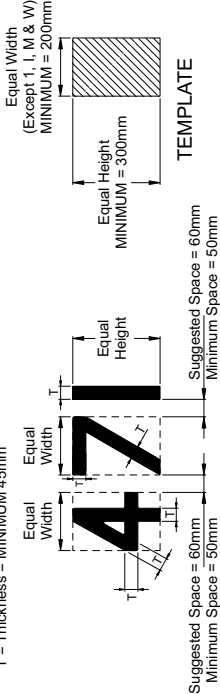
1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 30mm, SO USE 40mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
 2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK, PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY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

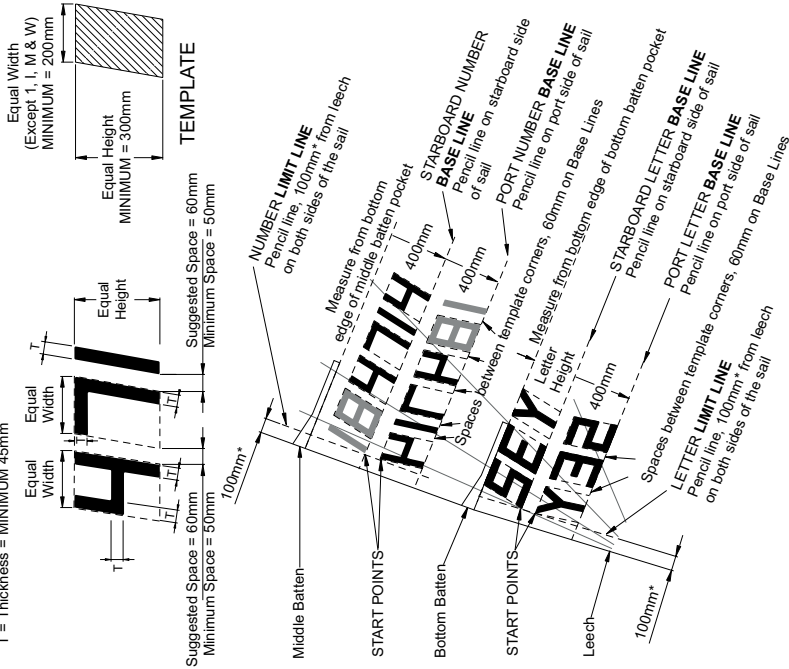
UPRIGHT NUMBERS AND LETTERS

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.

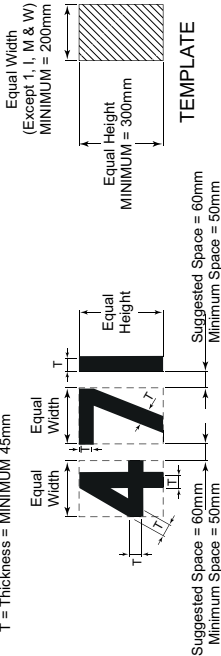
PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES

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

November 2021 Edition

UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm

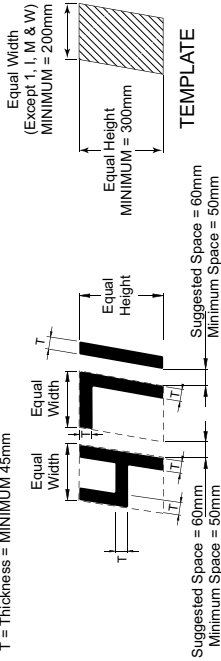


NUMBER LIMIT LINE
Pencil line, 100mm* from leech
on both sides of the sail

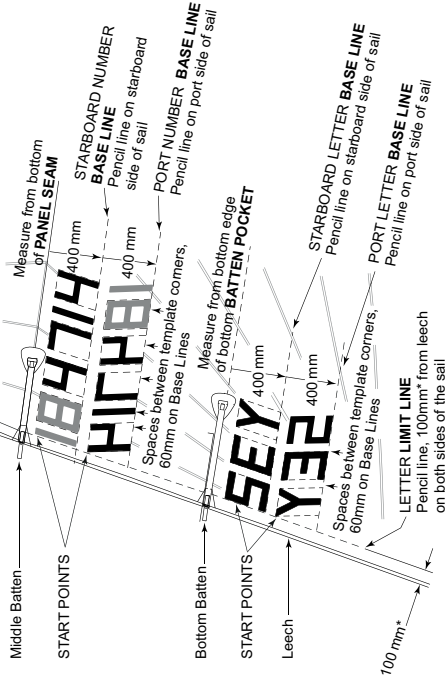


ANGLED NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



NUMBER LIMIT LINE
Pencil line, 100mm* from leech
on both sides of the sail



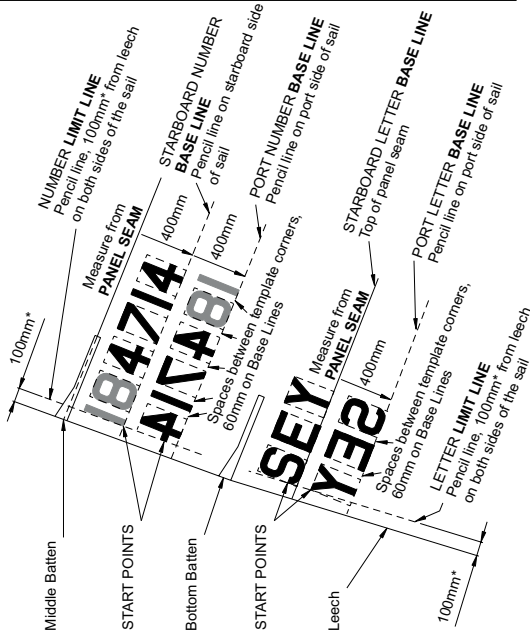
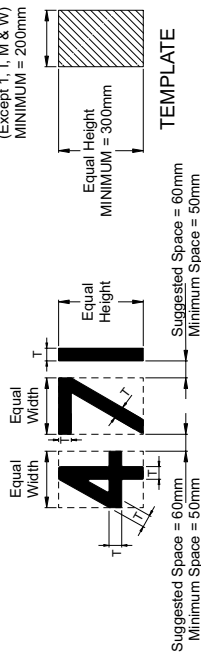
1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 50mm. SO USE 60mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
 2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK; PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY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

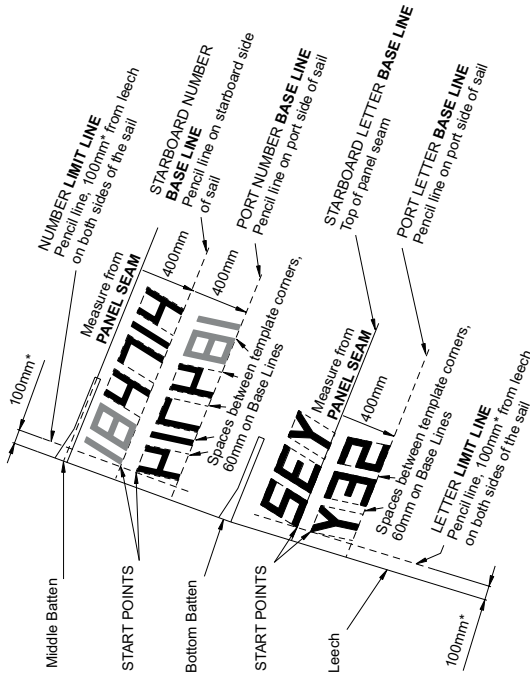
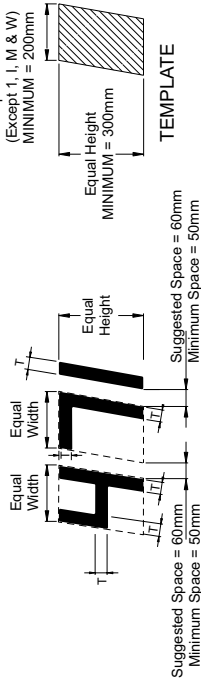
UPRIGHT NUMBERS AND LETTERS

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.
 2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK, PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE, COLOUR, PREFERABLY RED. ALL NATIONAL LETTERS TO BE ONE DARK, DISTINCTIVE COLOUR. THEY MAY BE ONE OF THE COLOURS OF THE SAIL NUMBER DIGITS OR ANOTHER DISTINCTIVE COLOUR.
- CLOSEST POINT OF LETTER OR NUMBER SHOULD BE 100mm FROM LEECH, WITH TOLERANCE +/- 12 mm.

PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES

World Championship Archives

Before 1997, ILCA did not hold separate 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 Toni Stipanovic	CRO
3rd Hermann Tomasgaard	NOR
4th Pavlos Kontides	CYP
5th Philipp Buhl	GER

Radial

Countries 44	
1st Anne-Marie Rindom	DEN
2nd Josef 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 Toni Stipanovic	CRO
3rd Sam Meech	NZL
4th Robert Scheidt	BRA
5th Jean Baptiste Bernaz	FRA

Radial

Countries 37	
1st Marit Bouwmeester	NED
2nd Annalise Murphy	IRL
3rd Anne-Marie Rindom	DEN
4th Evi Van Acker	BEL
5th Tuula Tenkanen	FIN

2012 London, UK

Standard

Countries 49	
1st Tom Slingsby	AUS
2nd Pavlos Kontides	CYP
3rd Rasmus Mygren	SWE
4th Toni Stipanovic	CRO
5th Andrew Murdoch	NZL

Radial

Countries 41	
1st Liia Xu	CHN
2nd Marit Bouwmeester	NED
3rd Evi Van Acker	BEL
4th Annalise Murphy	IRL
5th Alison Young	GBR

2008 Beijing, CHN

Standard

Countries 43	
1st Paul Goodison	GBR
2nd Vasilij Zbogor	SLO
3rd Diego Romero	ITA
4th Gustavo Lima	POR
5th Andrew Murdoch	NZL

Radial

Countries 28	
1st Anna Tunnicliffe	USA
2nd Gintare Volungeviciute	LTU
3rd Liia Xu	CHN
4th Sarah Blackbourn	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 Blackbourn	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 Blackbourn	AUS
5th Stefan Warkalla	GER

WORLD

CHAMPIONSHIPS

2021 Barcelona, ESP

Open: ILCA 7

Entries 139	Countries 44
1st Thomas Saunders	NZL
2nd Finn Lynch	IRL
3rd Toni 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 Andruleyte	LTU
4th Anne-Marie Rindom	DEN
5th Julia Busselberg	GER

Men: ILCA 6

Entries 10	Countries 6
1st Nik Pletikos	SLO
2nd Al Muatasem Al Farsi	OMA
3rd Abdul Malik Al Hinal	OMA
4th Umur Eypirmak	TUR
5th Karat Ratnik	EST

2021 Argo, 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 Martina Ailla	ITA
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 Marencik	CRO
3rd Gaia Bolzonella	ITA
4th Claudia Alda Liedó	ESP
5th Annemijn Algra	NED

2021 Gdynia, POL

U21 Men: ILCA 7

Entries 143	Countries 37
1st Zaachary Littlewood	AUS
2nd Matteo Paloun	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 Mariëna 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 Toni 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 Daniil Krutskikh	RUS
2nd Michael Compton	AUS
3rd Nik Pletikos	SLO
4th Brody Riley	AUS
5th Stefan Elliott-Shircore	AUS

2019 Sakaiminato-City, JPN

Open: Standard

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

Women: Radial

Entries 111	Countries 49
1st Anne-Marie Rindom	DEN
2nd Marit Bouwmeester	NED
3rd Alison Young	GBR
4th Emma Plasschaert	BEL
5th Marie Barue	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 Amiralinos Monos	GRE
3rd Michael Compton	AUS
4th Piotr Malonowski	POL
5th Tom Higgins	IRL

Youth Women: Radial

Entries 48	Countries 13
1st Matilda Nicholls	GBR
2nd Paige Caldecote	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 42	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

U21: Standard

Entries 146	Countries 42
1st Juan Pablo Cardozo	ARG
2nd Clemente Seguel Lacamara	CHI
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 Kisluhkina	ITA
4th Chiara Benini Floriani	ITA
5th Mara Stransky	AUS

2018 Aarhus, DEN

Open: Standard

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

Women: Radial

Entries 119	Countries 53
1st Emma Plasschaert	BEL
2nd Marit Bouwmeester	NED
3rd Anne-Marie Rindom	DEN
4th Monika Milkola	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 Galarino	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 Ana 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	JUM
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 Stefan Vialle	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 Giorgia Cingolani	ITA
4th Eline Verstraeten	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 Matilde De Kerangat	FRA
5th Brenda Bowskill	CAN

Men: Radial

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

Youth Men: Radial

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

Youth Women: Radial

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

2017 Nieuwpoort, BEL**U21: Standard**

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

U21: Radial Women

Entries 66	Countries 27
1st Maria Erdi	HUN
2nd Hannah Anderssohn	GER
3rd Magdalena Kwana	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 Men: 4.7

Entries 115	Countries 30
1st Federica Cattarozzi	ITA
2nd Giorgia Cingolani	ITA
3rd Ana Moncada Sanchez	ESP
4th Julia Buesselsberg	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 Rutger 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	-Scheidt LTU

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 Thomson	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 Vasileia 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 Tommasgaard	NOR
5th Andrey De Oliveira Godoy	BRA

U18 Women: 4.7

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

2015 Kingston, CAN**Open: Standard**

Entries 158	Countries 62
1st Nick Thompson	GBR
2nd Philipp Buhl	GER
3rd Tom Burton	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 Kwana	POL
4th Francesca Bergamo	ITA
5th Carolina Albano	ITA

2015 Al Musannah 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 Josefin Olsson	SWE

2015 Aarhus, DEN**Men: Radial**

Entries 75	Countries 21
1st Marcin Rudawski	POL
2nd Matthias Van De Look	BEL
3rd Zan Luka Zelko	SLO
4th Patrick Dopping	DEN
5th Mon Caellas 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 Flem Host	NOR
3rd Monika Mikkola	FIN
4th Dewi Couvert	NED
5th Martina Reino Cacho	ESP

U18 Men: 4.7

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

U18 Women: 4.7

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

2014 Santander, ESP**Open: Standard**

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

2014 Santander, ESP**Women: Radial**

Entries 120	Countries 55
1st Marit Bouwmeester	NED
2nd Josefin 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 Steimaszyk Jonasz	POL
2nd Marcin Rudawski	POL
3rd William De smet	BEL
4th Tristan Brown	AUS
5th Marits Pjarskas	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**

1st Monika Mikkola	FIN
2nd Maria Erdi	HUN
3rd Maite Carlier	BEL
4th Magdalena Kwana	POL
5th Maud Jayet	SUI

2014 Douarnenez, FRA**U21: Standard**

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

U21: Radial Women

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

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

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

U18 Women: 4.7

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

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

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

2013 Rihazo 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 Agata Barwinska	DEN

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

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

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

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

Youth Women: Radial

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

2013 Balatonfured, HUN**U21: Standard**

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

U21: Radial Women

Entries 93	Countries 32
1st Svenja Weger	GER
2nd Niki Blassar	FIN
3rd Claretta Tempesti	ITA
4th Manami Doi	JPN
5th Kim Pletikos	SLO

U18 Men: 4.7

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

U18 Women: 4.7**Entries 130**

1st Silvia Morales Gonzalez	ESP
2nd Magdalena Kwana	POL
3rd Sofia Capparuccini	ITA
4th Alba Elejabaita	ESP
5th Jose Maria Marichal	ESP

2012 Boltenhagen, GER**Open: Standard**

Entries 169	Countries 62
1st Tom Slingsby	AUS
2nd Tondci 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 Marit 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 Biava	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 Tommasgaard	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	USA
5th Anna Philip	AUS

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

Entries 71	Countries 25
1st Benjamin Vadnai	HUN
2nd Nahuel Rodriguez Pérez	ESP
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 Guarguana	ARG

U18 Women: 4.7

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

U16 Women: 4.7

Entries 12	Countries 7
1st Maria C. K. Boabaid	BRA
2nd Natalia A. S. 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 Marit Bouwmeester	NED
2nd Evi Van Acker	BEL

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

Entries 151	Countries 40
1st Sam Meech	NZL
2nd Alex Mills-Barton	GBR
3rd Martin Evans	GBR
4th Ki-Raphael 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 Pletikos	SLO
3rd Line Flem Høst	NOR
4th Celine Theresa Herud	NOR
5th Maud Jayet	SUI

U16 Women: 4.7

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

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

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

U21: Standard

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

2010 Larçs, GBR**Women: Radial**

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

Men: Radial

Entries 103	Countries 31
1st Marcin Rudawski	POL
2nd Wojciech Zemke	POL
3rd Mitchell Kiss	USA
4th Ben Koppelaar	NED
5th Insup 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 Steuermann	GER
5th Anjorilla Julia Vallo	ESP

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

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

U18 Women: 4.7

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

U16 Mixed: 4.7

Entries 31	Countries 14
1st Ryan Amlehn	NZL
2nd Mark Spearman	AUS
3rd Filipos 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 Tondj Stanivovic	CRO

2009 Karatsu, JPN**Women: Radial**

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

Men: Radial

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

Youth Men: Radial

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

Youth Women: Radial

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

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

Entries 19	Countries 24
1st Jonathan Martinetti	ECU
2nd Hermann Tomassgard	NOR
3rd Juri Divjakinja	CRO
4th Guillermo Arce	PER
5th Tom Alcazar	ESP

Youth Women: 4.7

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

2008 Terrigal, AUS**Open: Standard**

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

2008 Auckland, NZL**Women: Radial**

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

Men: Radial

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

Youth Men: Radial

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

Youth Women: Radial

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

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

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

Youth Women: 4.7

Entries 116	Countries 32
1st Elizabeth Yin	SIN
2nd Matea Senkic	CRO
3rd Anita Kordic	CRO
4th Coro Leveque Patricia	ESP
5th Charlotte Asselt	NED

2007 Cascais, POR**Open: Standard**

Entries 149	Countries 60
1st Tom Slingsby	AUS
2nd Andrew Murdoch	NZL
3rd Dennis Karpak	EST
4th Mate Arapov	CRO
5th Paul Goodison	GBR

Women: Radial

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

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

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

Youth Men: Radial

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

Youth Women: Radial

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

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

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

Youth Women: 4.7

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

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

Entries 128	Countries 43
1st Michael Blackburn	AUS
2nd Tom Slingsby	AUS
3rd Rasmus 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 Klye Rogachenko	USA
2nd Guilherme Barbosa Lima	BRA
3rd Mathew Archibald	CAN
4th Joaquin Blanco	ESP
5th James Sandall	NZL

Youth Women: Radial

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

2006 Hourtin, FRA**Youth Men: 4.7**

Entries 237	Countries 27
1st Colin Xinn Cheng	SIN
2nd Victor Serzhinkin	RUS
3rd Marko Peresa	CRO
4th Fran Peric	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 Krystal Weir	AUS

Youth Men: Radial

Entries 71	Countries 23
1st Blair McLay	NZL
2nd Frederico Melo	POR
3rd Ivan Tantis	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 Dan Stanisic	SLO
4th Guney Kaplan	TUR
5th Marco Teixidor	PUR

Youth Women: 4.7

Entries 26	Countries 13
1st Stephanie Roble	USA
2nd Anne Haeger	USA
3rd Cecilia Aragao	BRA
4th Matilde Fabbri	ITA
5th Nilsu Orgen	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 McLeay.....	NZL
5th Marc Orlowski.....	NZL

Women: Radial

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

Youth: Radial

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

2004 Riva del Garda, ITA**Entries 276 Countries 23****Youth Men: 4.7**

1st Justin Onlee.....	RSA
2nd Mathieu Frei.....	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 Mihelc.....	CRO
3rd Cansin Karga.....	TUR
4th Vanessa le Bouteiller.....	FRA
5th Clare Chapple.....	GBR

2003 Cadiz, ESP**Open: Standard**

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

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

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

Women: Radial

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

Youth: Radial

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

2003 Cesme, TUR**Entries 98 Countries 18****Youth Men: 4.7**

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

Youth Women: 4.7

1st Ayda Unver.....	TUR
2nd Anita Di Iasio.....	ITA
3rd Didem Sarman.....	TUR
4th Cansin 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 Szotyński.....	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 Countries 16****Youth Men: 4.7**

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

Youth Women: 4.7

1st Tugce Subasi.....	TUR
2nd Celine Oliva.....	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 Szotyński.....	POL
2nd Larissa Nevierov.....	ITA
3rd Sara Lane Wright.....	BER
4th Tatiana Drozdovskaya.....	BLR
5th Jayne Singleton.....	GBR

Youth: Radial

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

Women: Radial

Entries 33	Countries 16
1st Katarzyna Szotyński.....	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 Zimbul.....	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 Vangelis Chimonas.....	GRE

Women: Radial

Entries 42	Countries 20
1st Kelly Hand.....	CAN
2nd Jeanette Dagson.....	SWE
3rd Helene Viazoo.....	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 Raimondos Siugzdinis.....	LTU
5th Luka Radelic.....	CRO

Women: Radial

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

Youth: Radial

Entries 228	Countries 33
1st Alastair Gair.....	NZL
2nd Evasios 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 Raimondos Siugzdinis.....	LTU
2nd Romain Knipping.....	FRA
3rd Selim Kakis.....	TUR
4th Benoit Raphaelen.....	FRA
5th Goncalo Lopes.....	POR

Women: Radial

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

Youth: Radial

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

1996 Cape Town, RSA**Open: Standard**

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

Men: Radial

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

Women: Radial**Entries 29 Countries 11**

1st Jacqueline Ellis.....	AUS
2nd Larissa Nevierov.....	ITA
3rd Kathryn McQueen.....	AUS
4th Sarah Blanck.....	AUS
5th Alison Casey.....	CAN

1995 Tenerife, ESP**Open: Standard**

Entries 137	Countries 39
1st Robert Scheidt.....	BRA
2nd Nik Burfoot.....	NZL
3rd Eivind Melley.....	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 Huisman.....	NED

1994 Wakayama, JPN**Open: Standard**

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

Men: Radial

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

Women: Radial

Entries 33	Countries 8
1st Melanie Dennison.....	AUS
2nd Jacqueline Ellis.....	AUS
3rd Tracy 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 Heistbaek.....	DEN

Men: Radial

Entries 102	Countries 15
1st Ben Ainslie.....	GBR
2nd Daniel Slater.....	NZL
3rd Allan Coutts.....	AUS
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 Heistbaek.....	DEN
5th Dimitris Theodorakis.....	GRE

Men: Radial

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

Women: Radial

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

1990 Newport, USA

Open: Standard

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

Men: Radial

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

Women: Radial

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

1989 Aarhus, DEN

Open: Standard

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

Men: Radial

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

Women: Radial

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

Youth: Standard

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

1987 Melbourne, AUS

Open: Standard

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

1985 Halmstad, SWE

Open: Standard

Entries 108	Countries 28
1st Lawrence Crispin	GBR
2nd Andreas John	GER
3rd Benny Andersen	DEN
4th Gustaf Svensson	SWE
5th Stefan 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 Arnkvaern	SWE
4th Roland Gaebler	GER
5th John Irvine	NZL

Women: Standard

1st Betsy Gelenitis	USA
2nd Lynne Jewell	USA
3rd Caroline 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	
1st Marion Steenhuis	NED
2nd Vittoria Masotto	ITA
3rd Francesca Pavesi	ITA
4th Susanne Schmidt	GER
5th Barbara Champid	GBR

1980 Kingston, CAN

Open: Standard

Entries 350	Countries 25
1st Ed Baird	USA
2nd Jose Barcel Dias	BRA
3rd John Curlier	NZL
4th Sjakk Haakman	NED
5th Duncan Lewis	CAN

Women: Standard

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

1979 Perth, AUS

Open: Standard

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

1977 Cabo Frio, BRA

Open: Standard

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

1976 Kiel, GER

Open: Standard

Entries 77	Countries 24
1st John Bertrand	USA
2nd Barry Thom	NZL
3rd Edward Adams	USA
4th Jeff 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

2021 Barcelona, ESP

ILCA 7

Apprentices

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

Masters

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

Grand Masters

1st Robert Hallawell	USA
2nd Alejandro Cloos	ARG
3rd Jose Maria van der Ploeg Garcia	ESP
4th Allan Clark	CAN
5th Benoit Meesehaecker	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 Sánchez Ferrer	ESP
2nd Elisa Boschini	ITA
3rd Robyn Sadler	RSA
5th Stefan Eriksson	SWE
2nd Jean-Christophe Leydet	FRA
3rd Monica Azon	ESP
4th Alessio Marinelli	ITA
5th Anders Mattson	SWE

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 Nogueur Castelv	ESP
3rd Pieter Van Laer	BEL
4th Sean Craig	GBR
5th Ulf Myrén	SWE

Women Grand Masters

1st Helene Viazzo	FRA
2nd Helene Viazzo	ESP
3rd Silvia Ravellat	FRA
4th Silvia Ravellat	FRA
5th Alan Lören	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 Zélande, 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 Bougouris	GRE
4th Christoph Marsano	AUT
5th Stuart Hudson	GBR

Grand Masters

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

Great Grand Masters

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

Radial

Apprentices

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

Women Apprentices

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

Masters

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

Women Masters

1st Giovanna Lenci	ITA
2nd Zilla Fokke	NED
3rd Martine Polderman	NED
4th Caroline Berghuis	NED
5th Annemiek Beemster	NED

Grand Masters

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

Women Grand Masters

1st Vanessa Dudley	AUS
2nd Lyndal Patterson	AUS
3rd Camilla Graves	AUS
4th Martien Zeegers-Nouwen	NED
5th Alan Lören	SWE

Great Grand Masters

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

Women Great Grand Masters

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

2018 Dún Laoghaire, IRL

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 What	GBR
4th Orlando Gledhill	GBR
5th Peter Hurley	USA

Grand Masters

1st Mark Lytle	GBR
2nd Carlos Muniz	ESP
3rd Arnaud 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 Weihrach.....GER
4th Dima 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 Tatibouet.....FRA
4th Sue Ritchie.....GBR
5th Lesley Reichenfeld.....CAN

Great Grand Masters

1st Bill Symes.....USA
2nd Lasse Watesson.....SWE
3rd Christopher Boyd.....IRL
4th Jean-Luc Dreyer.....FRA
5th Lorenz Müller.....SUI

Women Great Grand Masters

1st Hilary Thomas.....GBR

Legends (75+)

1st Peter Seidenberg.....USA
2nd Lindsay Hewitt.....USA
3rd David Wylie.....AUS
4th Steve Avery.....USA
5th Jay Winberg.....USA

Women Legends (75+)

1st Deirdre Webster.....CAN

2017 Split, CRO
Entries 349 Countries 35**Standard****Apprentices**

1st Maciej Grabows.....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 Andy Roy.....CAN
3rd Tomas Nordqvist.....SWE
4th Tim Law.....GBR
4th Nick Harrison.....GBR
4th Peter Vessella.....USA
5th Wolfgang Gerz.....GER

Great Grand Masters

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

Radial**Apprentices**

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

Women Apprentices

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

Masters

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

Women Masters

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

Grand Masters

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

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.....USA
4th Peter Seidenberg.....USA
5th Peter Heywood.....AUS
6th Michael Kinnear.....GBR

Women Great Grand Masters

1st Hilary Thomas.....GBR
2nd Gill Watling.....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 Tigler.....FRA

2016 Nuevo Vallarta, MEX
Entries 227 Countries 23**Standard****Apprentices**

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

Masters

1st Brett Beyer.....AUS
2nd Ernesto Rodriguez.....USA
3rd Andrew 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
4th Fabio Suyama Ramos.....BRA

Women Apprentices

1st Natalya Gontcharova.....USA

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

Over 75 Masters

1st Peter Seidenberg.....USA
2nd Kerry Waraker.....ITA
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 Soullion.....GBR
4th Denizli May.....GBR
5th Ray Davies.....CAN

Masters

1st Brett Beyer.....AUS
2nd Peter Hurley.....USA
3rd Ari 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.....CAN
4th Jennifer Ruddy.....CAN

Masters

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

Women Masters

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

Grand Masters

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

Women Grand Masters

1st Paula Samson.....CAN
2nd Judith Krimski.....AUS
3rd Robert Lowndes.....USA
2nd Bill Symes.....USA
3rd Keith Wilkins.....GBR
4th Daniel Devos.....FRA
5th Michael Kinnear.....GBR

Women Great Grand Masters

1st Hilary Thomas.....GBR

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

2014 Hyeres, FRA**Entries 499 Countries 36****Standard****Apprentices**

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

Masters

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

Grand Masters

1st Nick Harrison.....GBR
2nd Andy Roy.....CAN
3rd Peter Vessella.....USA
4th Colin 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 Tatibouet.....FRA
5th Giovanna Lenci.....ITA

Grand Masters

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

Women Grand Masters

1st Vanessa Dudley.....AUS
2nd Ann Keates.....GBR
3rd Lyndall Patterson.....AUS
4th Isabelle Amoux.....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

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

4.7**Masters**

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

Women Masters

1st Akemi Nagaka.....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 Coucks.....OMA

Masters

1st Al Clark.....CAN
2nd Arnoud Hummel.....NED
3rd Chris Dawson.....AUS
4th Benoit Meesemaeker.....FRA
5th Torbjörn 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 Robertson	AUS
4th	Sandy Grigg	NZL
5th	Stephen Wawn	AUS

Radial

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

Women Apprentices

1st	Kimberly Couranz	USA
2nd	Alexandra Weihrauch	GER

Masters

1st	Ian Jones	GBR
2nd	Joao Ramos	BRA
3rd	Martin Van Offien	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 Whitton	AUS

Grand Masters

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

Women Grand Masters

1st	Vanessa Dudley	AUS
-----	----------------	-----

Great Grand Masters

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

Women Great Grand Masters

1st	Hilary Thomas	GBR
2nd	Elaine Capps	AUS

2012 Brisbane, AUS

Entries 232 Countries 19

Standard

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

Masters

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

Grand Masters

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

Radial

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

Women Apprentices

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

Masters

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

Women Masters

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

Grand Masters

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

Women Grand Masters

1st	Lyndal Patterson	AUS
2nd	Lesley Reichenfeld	CAN

Great Grand Masters

1st	Kerry Waraker	AUS
2nd	Keith Wilkins	GBR
3rd	Peter Seidenberg	USA
4th	Kevin Phillips	AUS
5th	Leh Verdon	AUS

Women Great Grand Masters

1st	Hilary Thomas	GBR
-----	---------------	-----

Masters

1st	Claire Heenan	AUS
2nd	Peter Charlton	AUS
3rd	George Meikle	AUS
4th	Matin 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

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

Masters

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

Grand Masters

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

Radial

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
3rd	William Symes	USA
4th	Bruce Martinson	USA

Grand Masters

1st	Robert Lowndes	AUS
2nd	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

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

Masters

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

Grand Masters

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

Radial

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 Muesel	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	Lyndal Patterson	AUS
2nd	Alden Shattuck	USA
3rd	Bruce Martinson	USA
4th	Mark Halman	USA
5th	Kevin Pearson	GBR

Women Grand Masters

1st	Lyndal Patterson	AUS
2nd	Janet Kemp	AUS

Great Grand Masters

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

Women Great Grand Masters

1st	Hilary Thomas	GBR
2nd	Deirdre Webster	CAN

2009 Halifax, CAN

Entries 295 Countries 26

Standard

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

Masters

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

Grand Masters

1st	Wolfgang Gerz	GER
2nd	Mark Bethwaite	AUS
3rd	Alan Keen	RSA
4th	Jack Schlachter	AUS
5th	Bill Symes	USA

Radial

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 Knowles	NZL
5th	Nigel Heath	CAN

Women Masters

1st	Lyndal 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

1st	Brett Beyer	AUS
2nd	Rohan Lord	NZL
3rd	Jyri 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	Lyndal Patterson	AUS
3rd	Vanessa Dudley	AUS

Grand Masters

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

Women Grand Masters

1st	Gill Waiting	NZL
-----	--------------	-----

Great Grand Masters

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

Masters

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

Women Masters

1st	Lyndall Patterson	AUS
2nd	Janet Kemp	AUS
3rd	Claudine Taltibout	FRA

Grand Masters

1st	Peter Heywood	AUS
2nd	Peter Whipp	GBR
3rd	Alden Shattuck	GBR
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 Baltischefsky	FIN
4th	Lyndall Patterson	AUS
5th	Gregory Kemp	AUS

Grand Masters

1st	Alden Shattuck	AUS
2nd	Peter Whipp	GBR
3rd	Ian Rawett	GBR
4th	Mark Miller	NZL
5th	Hilary Thomas	GBR

Great Grand Masters

1st	Peter Seidenberg	USA
2nd	Kerry Waraker	AUS
3rd	Sandy Grigg	NZL
4th	Tom Speed	NZL
5th	Gregg Marshall	AUS

Women

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

2005 Fortaleza, BRA

Entries 183 Countries 25

Standard**Apprentices**

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

Masters

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

Grand Masters

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

Radial**Apprentices**

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

Women Apprentices

1st	Kim Ferguson	USA
2nd	Lisa Garaty	AUS

Masters

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

Women Masters

1st	Lyndall Patterson	AUS
2nd	Janet Kemp	AUS
3rd	Kathy Herrmann	AUS

Grand Masters

1st	Peter Heywood	AUS
2nd	Gary McCrohon	AUS
3rd	Alden Shattuck	USA
4th	Poopy Marcon	FRA
5th	Peter Whipp	GBR

Great Grand Masters

1st	Kerry Waraker	AUS
2nd	Peter Seidenberg	USA
3rd	Denis O'Sullivan	IRL
4th	Heini Wellmann	SUI
5th	Sandy Grigg	NZL

2004 Bitez, TUR

Entries 153 Countries 30

Standard Rig**Apprentices**

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

Masters

1st	Colin Dibb	AUS
2nd	Jack Schlachter	AUS
3rd	Tracy Usher	USA
4th	Bret 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	Avdin Yurdin	TUR
3rd	Martin Baltischefsky	FIN
4th	Bulent Baha Akin	TUR
5th	Claudio Gallizoli	ITA

Women Apprentices

1st	Yvonne Malmsten	SWE
-----	-----------------	-----

Masters

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

Women Masters

1st	Lyndall Patterson	AUS
-----	-------------------	-----

Grand Masters

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

Great Grand Masters

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

Women Apprentices

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

Masters

1st	Alastair McMichael	AUS
2nd	Bruce Martinson	USA
3rd	Lyndall Patterson	AUS
4th	Christian Borenus	FIN
5th	Peter Whipp	GBR

Women Masters

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

Grand Masters

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

Great Grand Masters

1st	Peter Seidenberg	USA
2nd	Tom Speed	NZL
3rd	Bill Watson	GBR
4th	Heinz Gebauer	CAN
5th	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 Dibb	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 Halisten	SWE

Masters

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

Grand Masters

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

Radial

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	Alison Knight	IVB

1999 Melbourne, 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 Inmon	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	Hirokyu 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	Ken 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 Bidner	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 Bidner	SWE
3rd	Christher 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	Phil 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	Geoff 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 Galle	AUS
5th	Willi Gerlinger	GER

Masters

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

Grand Masters

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

1985 World Masters Games**Toronto, CAN**

Entries 101

Apprentices

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

Masters

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

Grand Masters

1st	Alec McClure	AUS
2nd	Alexander Nimick	USA
3rd	Alistair 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 Gulftport, USA

Entries 70

Apprentices

1st	Tucker Bragdon	USA
2nd	Phil 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 Neubollier	SUI
4th	Werner Winter	GER
5th	Wolf Peter Niesen	GER

Masters

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

Grand Masters



ILCA 7



ILCA 6



ILCA 4