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2023 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)



Marit Söderström Nord
(Sweden)



Jeff Martin
(Great Britain)



Takao Otani
(JPN)



Peter Seidenberg
(USA)



Robert Scheidt
(Brazil)



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: Ilcana.laser@gmail.com
Tel: +1 703-395-9654
Web: www.laser.org

ASIA

Chairman: Aileen Loo
Email: chair.ILCA.Asia@gmail.com
Tel: +65 8306 1303
Web: <http://asia.laserinternational.org/>

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
Chief Technical Officer	Chris Tunstall (GBR)	chris@laserinternational.org
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
Second European Representative	Mark Lyttle (GBR)	mark.lyttle@fusiongbs.com
North American Chair	Ryan Minth USA	ryan@cvane.com
Oceania Chair	Ken Hurling AUS	kenhurling@hotmail.com
Treasurer	Nick Page NZL	pages4@xtra.co.nz
Builder Representative	Takao Otani JPN	t.otani@psjpn.co.jp

CONSULTANTS

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

TECHNICAL AND MEASUREMENT COMMITTEE

Tracy Usher USA (Chair), Takao Otani JPN, Aileen Loo SGP, Chris Tunstall GBR

TECHNICAL OFFICERS

Chris Tunstall GBR - Chief Technical Officer	technical@laserinternational.org
Santiago Sampaio (POR) - Technical Officer	santiago@laserinternational.org
Louis Moysan (FRA) - Technical Officer	louis@laserinternational.org
Margarida Lopes (POR) - Technical Officer	margarida@laserinternational.org
Ravi Subramanian (USA) - Technical Officer	ravi@laserinternational.org
Andrew Holdsworth (GBR) - Technical Officer	andrew@laserinternational.org

HONORARY OFFICERS

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

www.laserinternational.org

International Laser Class Association 2023 Handbook

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

If you are not an ILCA member consider joining us by contacting your national 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



© Christy Usher

2022 was another great year for ILCA sailing and gives me great optimism for our class as we move forward to an exciting 2023 season ahead. With a number of new manufacturers now at full production, improved supply of equipment worldwide, and an impressive event schedule, never before have we seen our class in such a strong position for expansion and growth.

Coming up we see the ILCA 6 Men's and Youth World Championships in Poland at the fantastic venue of Dziwnów with racing on the Baltic Sea. The focus then shifts to the first 2024 Olympic qualification events which will be held in The Hague, Netherlands as part of the World Sailing Championships where 16 of the 43 available Olympic berths will be awarded for both the ILCA 7 men and the ILCA 6 women. The World Sailing media team has been planning for this event for some time, so we should all look forward to following this event in near real time to learn which countries will take the first qualifying spots for 2024.

This year we are particularly excited to once again hold an ILCA championship in Africa. In October we will be visiting Tangier, Morocco for the ILCA Under-21 Championships. After visiting the site and meeting the team, we are sure that this will be an event that young sailors will not want to miss. As part of ILCA continued outreach and development we are looking to hold championship events on all continents to help expose more sailors and enthusiasts to our great class.

This year we will also be watching the remainder of the qualifications for the Paris games occurring in 2023-24 with events in Asia, Oceania, Africa and the Americas filling out the remainder of the available places. Look for details online as these event dates and locations are finalized by World Sailing.

As part of our continued growth, our class also faces certain challenges. ILCA has worked very hard over the past year to put in place a highly-qualified technical team to help ensure that the one-design principle that forms the foundation of our class remains strong. ILCA now has a seven-person team working around the world to monitor equipment manufacturing and ensure compliance with the ILCA Build Manual. The ILCA technical team will continue to audit builders and suppliers to make sure our equipment meets our class standards. Look for more information about the work of the technical team over the coming months.

As I've said before, 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 each 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 and high-performance pathway through age and weight growth and sailing development from the Optimist to the Olympics. This formula, along with our strong foundation in the one-design principle, has helped the our class grow to where it is today – with well over 225,000 ILCAs 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.

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

Tracy Usher
ILCA President

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

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

Go Sailing, Go Racing

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

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

Most of us start by racing in a local fleet. Contact the ILCA Association in your country for details about how racing is organised and where the nearest group of ILCA sailors are (see 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.

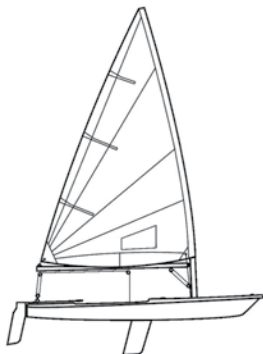
ILCA 4

SAIL AREA: 4.70m²



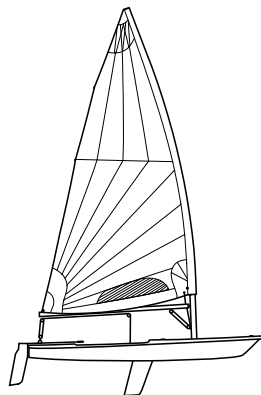
ILCA 6

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**	2011	2010	2009	2008	2007	2006	2005	2004	2003
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 2023 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 2023 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.



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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
30 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.

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.



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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.***



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FINANCES

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

Any club or association needs a small fee to cover costs. Your membership fee would normally include an amount for the district and sometimes regional administration, plus a contribution towards the international costs of the association. 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

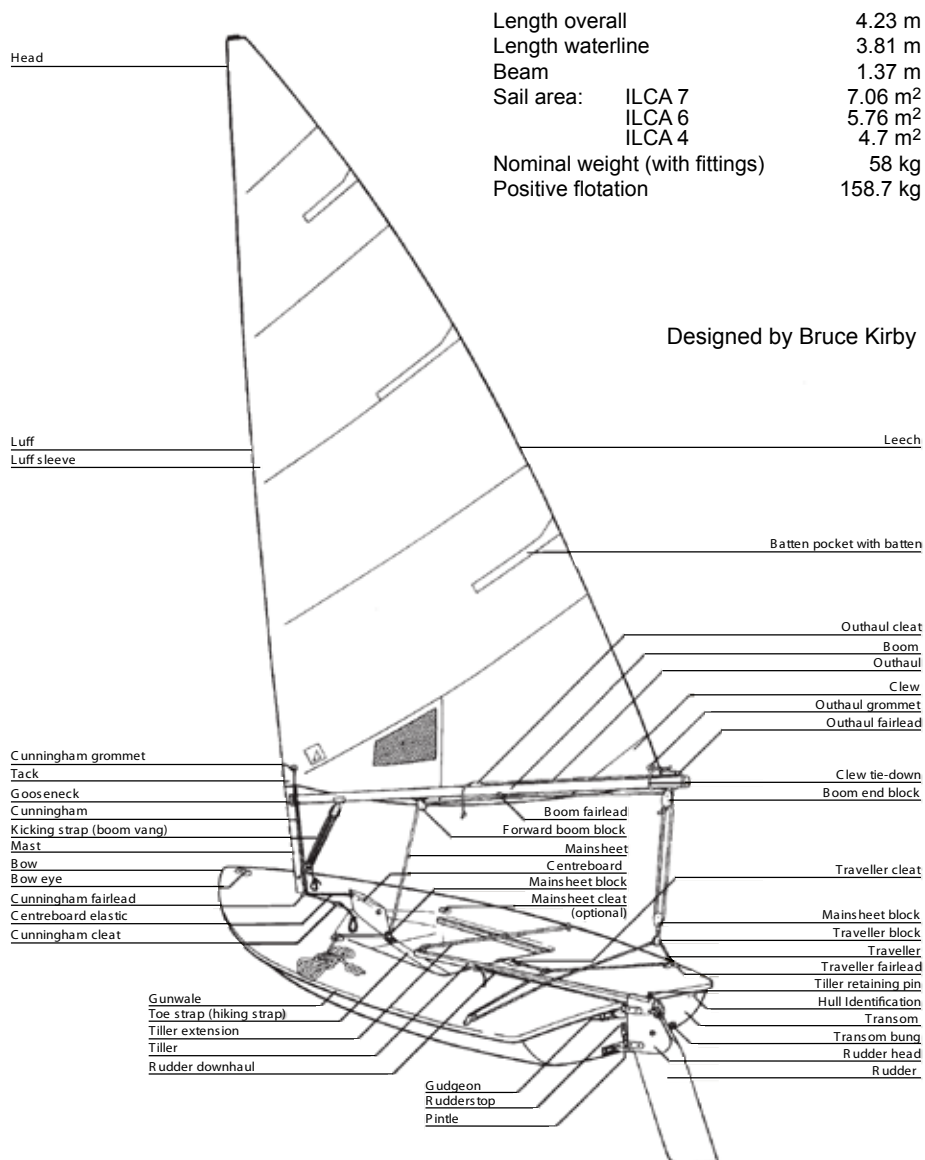
- A self-administered international organisation
- Provides co-ordination, organisation and communication for the class worldwide
- Liaison with national and international authorities
- Maintains one design rules
- Protects the design and ensures consistency
- Monitors building agreements
- Self-funded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

© ILCA

Amended 3 May 1974; 18 March 1993; article 12 amended 1 June 1995; articles 6 (1), 7 (4), 8 (3) and 9 (3) amended 1 January 2000; 18 November 2022

1. NAME

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

2. OBJECTS

The objects of the Association are:

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

3. POLICY

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

4. JURISDICTION

The Association has authority over all activities of the ILCA class sailboat throughout the world, and its powers shall be vested in and carried out by the World Council, Regional Executive Committees, District Associations and Fleets as provided in this Constitution and any bylaws passed pursuant to the provisions hereof; all subject to and in accordance with the rules and regulations of World Sailing.

ORGANISATION

5. World Council

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

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

6. Regions

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

7. Districts

- (1) The World Council, on the recommendation of a Regional Executive Committee where applicable, shall by bylaw establish Districts in distinctive areas deemed appropriate and relevant, having regard to all considerations, including geography, language, distance, and population, for the development of the ILCA class sailboat and the fulfillment of the objects of the Association.
- (2) The World Council, upon establishing Districts, shall appoint District Associations comprised of a District Chairperson, a Vice-Chairperson, a Secretary, and a Treasurer, to hold office until their successors are elected.
- (3) The District Association shall consist of the foregoing officers, and may appoint such additional officers to hold office for such term as it may determine. Each officer shall be a member of the Association.
- (4) Each District shall be administered in accordance with and subject to the provisions of a Constitution of the District, approved by the World Council, or if the District has no Constitution, the District Association bylaw of the World Council; and the officers of each District Association shall be elected annually by the members of the Association within the District in accordance with the provisions of the District Constitution, or, in the absence thereof, the ILCA District General Bylaw.
- (5) The boundaries of Districts may be varied by the World Council on the application of any District concerned, and one or more Districts may be amalgamated or any District may be subdivided into one or more Districts with the approval of the District Associations concerned.
- (6) A District Association with the approval of the Chief Measurer may appoint a District Measurer for a District to assist the Chief Measurer in the conduct of his responsibilities and the enforcement of the ILCA Class Rules; and nothing precludes a District Measurer from acting as Measurer for more than one District. A District Measurer shall have the authority to rule on all questions and challenges relating to the ILCA Class Rules and Interpretations of the Chief Measurer, but may not issue Interpretations except with the prior approval of the Chief Measurer of the Association.
- (7) A District Association may make bylaws, subject to the provisions of this Constitution, the Regional Executive bylaws, and the District Association Bylaw or District Association Constitution (as the case may be), for any purpose necessary to carry out its functions and responsibilities in the management of such District.
- (8) If any District is within the jurisdiction of a World Sailing Member National Authority ("MNA"), the District Association shall, in addition to any other requirements of this constitution, be subject to the rules, regulations and directions of such MNA.

8. Fleets

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

9. MEMBERSHIP

- (1) Any person may become a member of the Association by making application to the Executive Secretary, or the appropriate Regional Executive Secretary or District Secretary, as the case may be, and payment of the prescribed Association dues, provided that he or she has not been disqualified from membership for cause by decision of the World Council or under suspension from membership.
- (2) An application for membership implies that the applicant undertakes and agrees to be bound by the Constitution and bylaws of the Association upon being accepted to membership.
- (3) A member of the Association ipso facto belongs to the District in which he or she normally sails, even though such place may not be his permanent residence; but such member, for valid reason and with the approval of both District Chairpersons, may select instead the District in which he or she has permanent residence.
- (4) A member of the Association may become a member only of the Fleet in his District where he or she normally sails for the purpose of qualification, where required, for sanctioned events; and any dispute shall be settled by decision of the District Association, which decision shall be final.
- (5) The World Council may grant honorary membership in the Association, for such period as it determines, to any person who, through special contribution to the Class or through special relationship to the Association, is considered meritorious.
- (6) The World Council may grant an honorary life membership to any member who has achieved, in the opinion of the World Council, international stature as a result of his yachting achievements.
- (7) An honorary and an honorary life member are entitled to full privileges of membership, but are not required to pay the annual dues of the Association.

- (8) Membership in the Association shall not be open to any company, partnership, group or other association unless specifically authorised in any case or class of cases by the World Council; and the World Council may impose such terms, conditions or qualifications to any such membership as it shall deem appropriate.

10.FINANCES

- (1) Association dues shall be in the amount determined by and shall be payable within the time prescribed by bylaw of each Region or District, as determined by the World Council, and shall include all amounts required for World Council, Region and District purposes as determined by each authority.
- (2) The Association may ask for special contribution in addition to dues, provided any such contribution shall be for a specific purpose and shall not be mandatory.
- (3) Dues shall be collected by the Regional Executive Secretary, but the World Council may direct the District Secretary to collect such dues under such terms and conditions as to reporting and accounting as may be required.
- (4) The Association shall publish independently reviewed annual accounts including a balance sheet and profit and loss statement within six months of the end of its financial year.

11. SUSPENSION AND REMOVAL FROM OFFICE

- (1) A member may be suspended by the World Council, on the recommendation of a District Association, for gross violation of the ILCA Class Rules or bylaws, for committing an unlawful act in relation to the Association or one of its members, or for any unsportsmanlike conduct contrary to the interests of the members of the Association. The duration of the suspension shall be fixed by the World Council and a suspended member shall during such period be precluded from racing or enjoying any other rights of membership.
- (2) A World Council member, an officer or advisor of ILCA, a Regional or District officer, or other representative of ILCA may be removed from office by the World Council for a willful and unjustifiable act of commission or omission, or derogatory or unprofessional behavior or communications detrimental to the Association, the Objects of the Association, or to its members, employees or volunteers.
- (3) Any action taken by the World Council under this clause requires a two-thirds majority vote.

12.APPEALS

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

13. TECHNICAL AND MEASUREMENT COMMITTEE

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

14.BYLAWS

The World Council may make bylaws for the purpose of carrying out the objects of this Constitution and of the Association and, without restricting the generality of the foregoing, may make bylaws

- (a) amending the ILCA Class Rules, hereby established as bylaw 1 of the Association, as provided in paragraph 31 thereof;
- (b) respecting the establishment of Regions, and the powers of the Regional Executive Committees;
- (c) delegating specific powers of the World Council to Regional Executive Committees;
- (d) respecting the establishment of Districts and the powers of District Associations;
- (e) respecting the Constitution and bylaws of District Associations;
- (f) respecting registration of members and collection of dues;
- (g) respecting the measurement of boats and measurement fees;
- (h) respecting the conduct of championship and other regattas, including the classification of regattas and the eligibility of members for major racing events;
- (i) respecting the acceptance of deeds of gift of trophies; and
- (j) respecting the procedures for meetings of the World Council and Regional Executive Committees, including the conduct of business by mail or other means of communication.

15. AMENDMENTS

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

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

Protecting the One Design Principle

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

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

The IBM is a proprietary, protected document that specifies the manufacturing procedures, standard plugs and tools as well as the raw materials and parts supplied by third parties for the hull, sails and spars. Periodic factory inspections by the class make sure that the manual is strictly adhered to by the builders. These factory inspections are the “measurements” in the traditional sense of sailing. The class rules specify that nothing can be changed by a sailor on the hull, sail and spars except what is specifically and positively allowed by the rules. At major ILCA regattas, there is no measurement in the traditional sense. Instead, a simple inspection is made to assure that only original parts are used and that the boat is rigged according to the rules.

The one-design principle means that all ILCA Class boats produced by the approved builders are the same. There should be no differences in performance, quality and fittings used between boats from different manufacturers. The IBM is the instrument to assure this. It defines in detail the manufacturing procedures, the materials used and the quality assurance procedures mandatory for each builder.

Several years ago, the ILCA undertook a major revision of the IBM to bring it into compliance with current practice. Wherever possible tolerances were reduced, more detailed descriptions were added and the whole manual was put into a properly secured electronic form. The IBM is continuously reviewed as part of an ongoing process to further tighten tolerances and specifications where possible.

During the revision of the IBM much thought was given to the basic principles on how the ILCA should evolve. The following principles were approved by all the builders and the ILCA and are now part of the IBM:

Evolution in quality and ease of use:

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

The concept of a “lead builder”:

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

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



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Availability of options in materials and fittings:

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

Evolution of the ILCA Class dinghy:

Allow only for changes that are not too expensive, do not affect the performance of the boat and can be easily fitted by a sailor without professional help.

Parts or fittings that have been produced in compliance with the IBM and are therefore legal under the rules cannot be subsequently made illegal, but restrictions on the use of particular equipment (in the interest of minimising differences) may be made.

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

The Rules:

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

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

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

How can each member of ILCA influence these changes?

Firstly, be aware that only changes which improve the ease of use, durability 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 2023

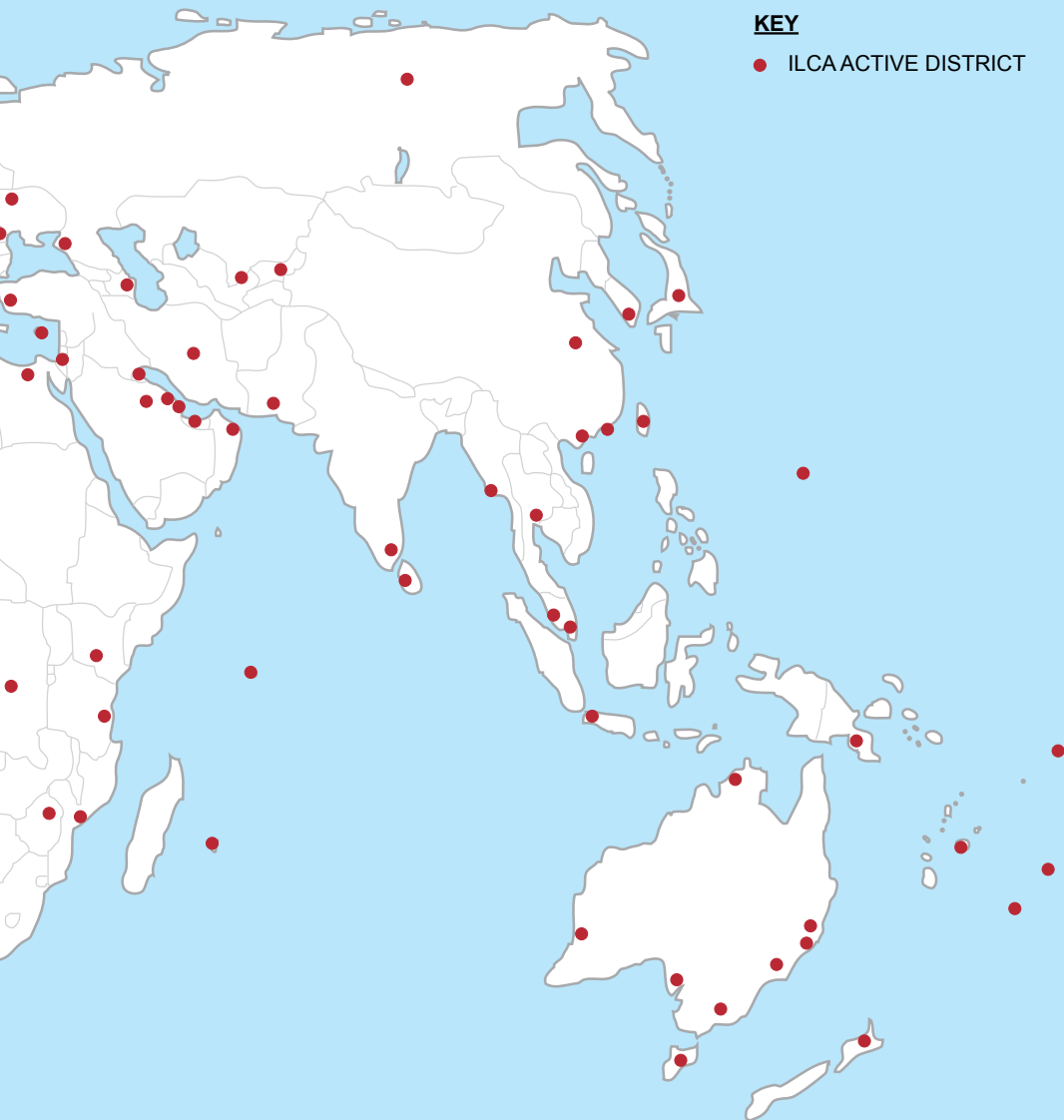


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KEY

● ILCA ACTIVE DISTRICT

MACAU
MALAYSIA
MALTA
MAURITIUS
MEXICO
MOLDOVA
MONACO
MONTENEGRO
MOROCCO
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ROMANIA

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SAMOA
SERBIA
SEYCHELLES
SINGAPORE
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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 01.01.23 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 Cnosaso 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@andorravela.com (Web) www.andorravela.com

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

ANTIGUA (int) Alan Hart Isaac Hill English Harbour St Pauls (M) +1 268 7263298 & WhatsApp (E) ajplio@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) ovejaproat@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 427146400 (E) sec@laser.asn.au (Web) www.laser.asn.au

AUSTRALIA - NT (o) Gary Martin Northern Territory Laser Class Association PO Box 42, Nightcliff 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 Darcy 32 Church Terrace Walkerville, South Australia 5081 (M) +61 402901935 (E) salaser@adam.com.au (Web) <http://salaser.com.au>

AUSTRALIA - TAS (o) Peter Maree Hobart, Tasmania (M) +61 428 062830 (E) petermaree6@gmail.com (Web) <https://www.revolutiontse.com.au/tas/home/>

AUSTRALIA - VIC (o) John d'Hein PO Box 255 McCrae Victoria 3938 (M) +61 408031275 (E) jdheinn3@bigpond.com (Web) <http://www.laser2020.com>

AUSTRALIA - WA (o) Michael McAulley PO Box 1231 Cannington 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) Andrew Higgs Bahamas Laser Fleet PO Box EE16551 Nassau (W) 1 242 4248192 (E) andrewhiggs67@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) kbenjenia@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@caribsurf.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) Boris Pintelon Muizendries 7 Heusden, 9070 (H) +32 92318515 (M) +32 477625791 (E) boris.pintelon@gmail.com (Web) www.bel-ica.be

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

BERMUDA (int) Brett Wright 7 Cove Point Lane Spanish Point, Pembroke HM01 (H) +1 441 3349725 (E) Brett.Wright@treecon.bm (Web) www.bermudalasers.bm

BRAZIL (csa) José Luiz Perez Fraquelli (E) fraquelli@me.com

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) secretarybulasf@gmail.com (Web) <http://www.bulsaf.bg>

CAAMBODIA (int) Som Rithypong (E) cambodiasailingfed@gmail.com

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 Almaraz Alejandro Fleming 11020 Casa 21 Santiago (W) 00 569 82302388 (E) ialmarazab@gmail.com (Web) www.laserchile.cl

CHINA (a) Zhen Qiao Room 306, No.74, Tianan East Road Dongcheng District Beijing 100000 (W) +86 13792477757 (E) chinasailing@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) lpsailing@ct-sailing.org.tw (Web) <http://www.ct-sailing.org.tw/>

COLOMBIA (csa) Carlos Salas Classe Laser Colombia Calle 45 # 86B -15, Bogotá DC 111311 (W) +57 317 5105501 (E) comodoro.ilca.colombia@gmail.com (Web) <http://www.fedevelacolombia.org/>

COOK ISLANDS (o) Anne Tierney Muri Retreat Main Road Ngatangia, Raarotonga (H) +682 28243 (M) +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@indercu

CYPRUS (e) Nicolas Epiphaniou Cyprus Sailing Federation PO Box 51813 Limassol 3508 (W) +357 25 320559 (E) cyacyp@cylanet.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 Antenn Bemisen vej 30 Bredsten 7182 (W) +45 51572245 (E) michaelpetterfaubel@gmail.com (Web) http://www.lasersailing.dk

DOMINICAN REPUBLIC (e) Ari Barshi Calle Principal Cabarete Puerto Plata 57000 (W) +1 809 5710640 (E) arj@caribwind.com (Web) www.fdvola.org

ECUADOR (csa) Matias Dyck Cdla Sagrada Familia Mz NS1 Guayaquil, Guayas (W) +593 988573357 (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 Arathoun Km 14.5 Carretera a El Salvador CC Gran Plaza Bodega 306 Guatemala 1016 (E) quiquito_arathoun@hotmail.com

ESTONIA (e) Anis Väinsalu 1712 Viinli tee Tallinn Estonia 12112 (W) +372 504 2477 (E) anis@alarimest.ee

FUJI (e) Neville Koop PO Box 9709 Nadi Airport (W) +679 9320333 (E) laserdassfiji@gmail.com

FINLAND (e) Virpi Mikola Memminksalentie 10k Espoo 02110 (M) +358 409401800 (E) virpi.mikkola@skt.fi (Web) www.sailaser.fi

FRANCE (e) Jean-Luc Michon 29 Rue de la Judée Le Bois Plage 17500 (M) +33 66 210 9832 (E) michonji@hotmail.com (Web) http://www.francelaser.org/

GERMANY (e) Alexandra Behrens Soling 12 Schleswig-Holstein 24159 Kiel (W) +49 (0) 1733568925 (E) 1.vorsitzende@aserklasse.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 2108945355 (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) +671 483 1903 (E) board@marianasyachtclub.org (Web) www.marianasyachtclub.org

GUATEMALA (csa) Juan Eduardo Maegli 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) Eric Huang Hong Kong Laser Class Association Royal Hong Kong Yacht Club Kellett Island, Causeway Bay (E) huangyupeng@gmail.com (Web) www.laser.org.hk

HUNGARY (e) Monika Toth Pacsirta utca 19 Csepak, H-8229 (M) +36 707080027 (E) hunilica1@gmail.com (Web) www.laser-sailing.hu

ICELAND (e) Adalsteinn Jens Loftsson Þlötumidistind Engjavogi 6 Reykjavik (W) +354 514 4210 (E) sil@silspori.is (Web) 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) Othantel Mamahit, Secretary General Indonesia National Sailing Center Jakarta, DKI 14430 (W) +62 878 78339910 (E) indonesiasailing77@gmail.com

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

IRELAND (e) Aidan Staunton Flemington Balcadden Co. Dublin K32W201 (W) +353 862426156 (E) aidanstaunton@hotmail.com (Web) http://www.laser-ireland.com/

ISRAEL (e) Smadar Pintov 6 Shitrit Str Tel Aviv 69482 (W) +972 3 648 2860 (E) isrsae@sailing.org.il (Web) http://www.sailing.org.il

ITALY (e) Pietro Nicolini (W) +39 348 3137981 (E) segreteria@lcalitalia.com (Web) http://www.litalaser.org/

JAPAN (a) Takao Otani 31331, Kamitsuchidana-Minari Ayase Kanagawa-ken 252-1114 (W) +81 467 76 1051 (E) ilcajpn@cityfujisawa.ne.jp (Web) http://www.laserjapan.org/

KAZAKHSTAN (a) Oleg Kulivatsky 1-20-20 Kapchagay Almaty 40800 (W) +77 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) Sung Jin Park 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 Alfordary PO Box 5863 Safat 13059 (H) +96 556 16119 (M) +96 590 84448 (E) kssclub22@yahoo.com (Web) www.kssclub.com

KUWAIT (a) Vladimir Kiriki 12 Erkindik Bishkek 720040 (W) +996312300152 (E) fspk@mail.ru

LATVIA (e) Girls Fishers-Blumbers Gaudu street 9a, Engure Tukuma dist LV-3113 (M) +371 29153554 (E) gikefabo@gmail.com (W) https://lba316846612.wordpress.com/

LITHUANIA (e) Adomas Janulis Vinius Lithuania (M) +370 620 25689 (E) adomas1966@yahoo.com (Web) http://laser.sailing.lt

LUXEMBOURG (e) Leo Fume 51 rue principale Wahl, L-8838 (E) l.fume@hotmail.com (Web) www.ycl.lu

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

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

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

MAURITIUS (int) Robben Armstrong National Sailing Centre, Coastal Road, Grand Bay (W) +230 5728005 (E) mya@gmail.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) Deniscu Alexandr Vasile Lupu 23 Chisnau, 2008 (W) +35699149677 (E) moldosailing@starnet.md

MONACO (e) Marco Superna Yacht Club de Monaco Quai Louis II MC 98000 (M) +393477139634 (E) suxina@gmail.com (Web) www.yachtclubmonaco.com

MONTENEGRO (e) Predrag Vukovic Crnogorski jedriličarski savez Skver 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) irmvolle@gmail.com (Web) www.irmvolle.ma

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

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

NETHERLANDS (e) Manfred Zielinski Gedempte Zalmhaven 130 Rotterdam, Nederland 3016 DT (M) +31617028027 (E) manfred@manfredzielinski.com (Web) <http://www.laserklasse.nl/>

NETHERLANDS ANTILLES (Int) Hans van der Gulik Jan Sofat 195 Curacao (M) +5999 5125783 (E) AHOsailing.laser@gmail.com (Web) <http://www.AHOsailing.org>

NEW ZEALAND (c) Ken Atchison New Zealand Laser Association PO Box 65236 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) eukwunna@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) Odd Steffen Garvik Martin Nielsens gate 17B Haugesund, 5529 (M) +94830010 (E) post@ilcanorge.no (Web) www.ilcanorge.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 (c) Graham Numa Papua New Guinea Laser Association Royal Papua Yacht Club PO Box 140 Port Moresby Oceania 1111 (W) +675 325 5143 (E) graham.numa@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 17 (M) +51 007 582 310 (E) laser.per.presidencia@gmail.com (Web) <http://laserperu.org.pe/>

POLAND (e) Maciej Bardon al. ks. J. Poniatowskiego 1 Warszawa, 03-901 (W) +48510028800 (E) kontakt@klasalaser.pl (Web) [www.klasalaser.pl](http://klasalaser.pl)

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

PUERTO RICO (Int) Marta Enriquez Cobos Sabanera Dorado 533 Camino de Aguirre Dorado 00646 (M)+1-7872224797 (E) sebastianro@gmail.com (Web) www.sailingpuer.org

QATAR (a) Ali Nasser Telfat Qatar Sailing and Rowing Federation PO Box 23515 Doha (H) +974 4420305 (M) +974 44233333 (E) qatarsailing@yahoo.com (Web) <https://qsmf.qa>

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. Sc2, 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.ruslica.ru

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

SERBIA (e) Goran Stevanovic Makedonska 28 Belgrade 11000 (M) +381 611 855 (E) goran.stevanovic@sailing.org.rs (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 Dantjeleva 22 Izola 6310 (W) +386 40337778 (E) vito.batistic@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) Javier Blanco C/Niños de la Republica 29 Puerto Real, Cádiz 11500 (W) +34626416864 (E) Laser.esp@gmail.com (Web) www.laser-esp.com

SRI LANKA (a) Anil Gunawardana 735A Gregorys Road Colombo 07, 00700 (W) 94 777733516 (E) anil@metropolitan.lk (Web) www.yachting.lk

ST LUCIA (Int) Jirker Meixner P.O. Box 2091 Gros Islet Castries LC01 101 (W) +1758 452 8531 (E) ulrichmeixner1@gmail.com (Web) www.stluciayachtclub.com

SWEDEN (e) Kristin Alnebeck kårleksstigen 9 Orsala, SE - 439993 (E) +46 739031842 (E) kristin.alnebeck@gmail.com (Web) <http://www.lasersweden.se>

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

TAHITI (c) Gilles de Préville BP 70596 - 980719 Taravao, Tahiti, Polynésie Française French Polynesia (W) 0689 87757011 (E) deprivelgilles@yahoo.fr (Web) <http://ftvoile.wordpress.com/performance>

TANZANIA (Int) Nelly Coelho P.O. Box 11021 Dar es Salaam (M) +255713660009 (E) tzsailingassociation@gmail.com (Web) <http://fanzanasailingassociation.webs.com>

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

TRINIDAD AND TOBAGO (Int) James Arindell 1 Abercromby Street Port of Spain Trinidad (M) +868 389 2792 (E) james.arindell@gmail.com (Web) <http://www.tsailing.org/>

TUNISIA (Int) Oumayma Khadhradiou Federation Tunisienne de Voile Bloc "B" - Sème étage Maison des Fédérations Sportives Tunis 1003 (W) +216 22 525 558 (E) ftv@ftv.org.tn (Web) www.ftv.org.tn

TURKEY (e) Tayfun Eryel Türkiye Yelken Federasyonu 4. Levent Sanayi Mah. Eski Büyükdere Cad. No:43 K:2 Kağıthane, İstanbul (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.tcsailling.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) Ellie Rausniak PO Box 2176, BN25 9EQ (W) +44 208 0586808 (E) office@ilca.org.uk (Web) www.ilca.org.uk

URUGUAY (csa) Asociación Uruguaya de ILCA Montevideo (W) +598 91 376 737 (E) asociacion.uruguay.ilca@gmail.com (Web) <http://www.virginislandsolympics.org>

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

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

(E) federacionvenezolanadevela@gmail.com sinbupmining@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.



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Rudder and Tiller

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

ILCA Class Rules - One Design

One of the attractions of the ILCA Class for most owners is that the class rules are very strict and that the boat is one design. The Class philosophy incorporated in the rules is that we want to go sailing, not waste time fiddling with boats. We want to win races on the water using our skill, not by trying to find a way 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.

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

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

RECENT CHANGES:

21st August 2023

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

13th February 2023

Rule 24 modified to allow heat shrink tube

1 January 2020

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

1 January 2019

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

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

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

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

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

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

1 January 2017

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

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

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

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

INTRODUCTION

The principle of the ILCA Class Rules is that no changes to the boat are allowed unless they are specifically permitted by the class rules.

The English text of the ILCA Class Rules shall govern.

PART ONE

OBJECT

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

FUNDAMENTAL RULE

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

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

HULL IDENTIFICATION

All boats shall have an identification number moulded into the deck under the bow eye or into the transom, which shall be either the sail number or a unique production number.

Boats with sail numbers from 148200 shall display a unique World Sailing Building Plaque that has been purchased by the builder from the International Laser Class Association. The plaque shall display the sail number of the boat issued by the International Laser Class Association and shall be permanently fixed in the rear of the cockpit by the builder.

SAIL IDENTIFICATION

Sails manufactured after 1 January 2001 shall have attached near the tack of the sail an ILCA authorized sailmaker button purchased from the International Laser Class Association. ILCA 7 MKII sails shall have orange buttons and ILCA 6, ILCA 4 and ILCA 7 MKI (cross-cut) sails shall have red buttons.

DEFINITION OF BUILDER

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

PART TWO

1. MEASUREMENT DIAGRAMS

The Measurement Diagrams are part of these Rules.

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

2. MEASUREMENT

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

In the case of a measurement dispute on the hull, spars, sail, battens, centreboard and rudder, rigging, type of fittings and equipment and the placing of same not explicitly covered by these Rules, Measurement Diagrams and Measurement 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), 3(e) and 3(f).

i. Each **Control Line** shall be a single piece of uniform thickness and material. A line is a **Control Line** if any of the line moves along its axis during adjustment of the **Control Line System**. A line that exclusively attaches items together is a **Tie Line**.

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

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

- iii An “**Optional**” fitting is a fitting or block that replaces, or is additional to, a **Standard Fitting** as allowed by these Rules.
- iv A “**Builder Supplied**” fitting replaces a **Standard Fitting**, and is supplied only by the Builder, as allowed by these Rules.
- v A “**Turning Point**” is a sheave (pulley) in a block, a rope loop, a rope loop reinforced with a thimble, the outhaul fairlead, a shackle, part of a fitting, sail cringle, mast or boom around which a moving **Control Line** passes, **except that** the cunningham fairlead, the “**Optional**” blocks attached to the “**Builder Supplied**” deck block fitting, the cunningham clam cleat, and the “**Optional**” cam cleats attached to the “**Builder Supplied**” deck cleat base **will not be counted as “Turning Points”** in Rules 3(e) 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 cleating fitting may be replaced with a "builder supplied" vang cleating fitting which incorporates "turning points" and a cam cleat.
 - b) The fitting shall be attached directly to the mast tang.
 - c) The fitting shall not be modified in any way except as permitted in (d)
 - d) Fairleads, cleats, attachment pins & rings may be replaced with parts of equivalent shape, size, weight, and function..
- (e) Cunningham – also see Rules 3(a) & 3(b)**
- i. The cunningham system shall consist of a maximum three control lines, "Optional" blocks or loops for purchase with a **maximum of 5 "Turning Points"**.
 - ii. The cunningham control line shall be securely attached to any of the mast, gooseneck, mast tang, swivel or shackle that may be used to attach the vang cleat block to the mast tang, the cunningham attachment point on the "Builder Supplied" vang cleating fitting or the becket of an optional becket block fixed on the cunningham attachment point on the "Builder-supplied" vang.
- The cunningham control line shall pass through the sail tack cringle as a moving line.
- The sail tack cringle shall be at least one of the **maximum of 5 "Turning Points" permitted by Rule 3(e)**.
- iii. Additional purchases may be obtained using rope loops, "Optional" blocks and using any of the boom, sail tack cringle, gooseneck fitting, mast tang, shackle attaching vang cleat block or swivel, the swivel, or the cunningham attachment point on a "Builder Supplied" vang cleating fitting.
 - iv. Deck Block Fitting and Deck Cleat Base

The cunningham control line shall pass only once through the cunningham fairlead or "Optional" single block attached to the "Builder Supplied" deck block fitting and shall pass only once through the cunningham clam cleat or "Optional" cam cleat attached to the "Builder Supplied" deck cleat base.
- (f) Outhaul – also see Rules 3(a) & 3(b)**
- i. The outhaul system shall consist of a maximum of two control lines, "Optional" blocks or loops for purchase and a **maximum of 6 "Turning Points"**.
 - ii. The outhaul control line shall be attached to either the end of the boom, the outhaul fairlead, the sail, or a quick release system, and shall pass through the boom outhaul fairlead as a moving line at least once.
- The outhaul fairlead shall be at least one of the maximum of 6 "Turning Points" permitted by Rule 3(f).
- iii. Additional purchases may be obtained by forming rope loops in the line or adding "Optional" blocks to the line, and/or using the outhaul fairlead, the outhaul clam cleat, the boom, the mast or gooseneck fitting.

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

An "Optional" block may be attached to the outhaul clam cleat.
 - iv. An "Optional" block may be attached to the clew of the sail, or to a quick release system, or be part of a quick release system.
 - v. One or two "Optional" blocks may be attached to the gooseneck fitting, or at the mast/gooseneck junction with their "Turning Points" not more than 100mm from the centre of the gooseneck bolt. (The gooseneck may be inverted.) The blocks in this rule may also be attached to the gooseneck with a bolt or a pin.
 - vi. A shock cord may be used as an inhaul on the clew
 - vii. Shock cord and/or rope loops (rope loops may be part of the control line) can be tied around the boom and/or the outhaul control lines to retain the outhaul lines close to the boom.
- viii. Deck Led Outhaul System**
- a) When led to the deck, the outhaul control line shall pass only once through the cunningham fairlead or the outhaul "Optional" single block attached to the "Builder Supplied" deck block fitting and shall pass only once through the "Optional" cam cleat attached to the "Builder Supplied" deck cleat base.
 - b) The boom outhaul clam cleat shall not be removed.
- (g) Clew Tie Down – also see Rules 3(a) & 3(b)**
- i. The clew of the sail shall be attached to the boom by either a tie line or a webbing strap with or without a fastening device wrapped around the boom and through the sail cringle, a quick release system attached to a tie line or soft strap wrapped around the boom, or a "Builder Supplied" stainless steel boom slide with quick release system. An additional outhaul extension tie line may be added between the clew of the sail and the outhaul or the quick release system.
 - ii. If the clew tie down is a tie line, it may be passed through solid balls with holes and/or tubes to reduce friction.
- (h) Traveller – also see Rules 3(a) & 3(b)**
- i. The traveller shall be a single line. It shall be rigged as a simple closed loop through the traveller eyes and the free end passing through the traveller cleat. A splice that does not extend through the nearest traveller eye may be used at the non-free end.
 - ii. A spring, ball or tape may be used between the traveller blocks.
- 4. SAIL REGISTRATION NUMBERS, NATIONAL LETTERS AND NATIONAL FLAG**
- (For ILCA 6 and ILCA 4 sail number positions please see part 4 rule 29(e) and 30(e))**
- (a)** For boats up to sail number 148199, the sail number is a number moulded into the deck under the bow eye or into the transom, or displayed on a



plate attached to the rear of the cockpit.

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

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

Height 300 mm.

Width 200 mm (excluding digit 1).

Thickness 45 mm.

Space between adjoining numbers minimum 50 mm.

Sail numbers shall be regularly spaced.

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

Each sail number digit shall be of one colour only.

The sail numbers shall be solid and easy to read.

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

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

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

- (d) Sail numbers from 131000, sails purchased after 1st June 1993 and new sails stamped "New Numbers" shall have numbers that are clearly visible with the last four digits of the number in one dark, distinctive colour or black and any preceding numbers in a different, contrasting, distinctive colour (red is recommended).

- (e) Exceptions to this Rule are permitted:

- 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 *MKI* sail shall be placed along the top edge of the seam below the bottom batten pocket (+ or - 12mm), for the *MKI* 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

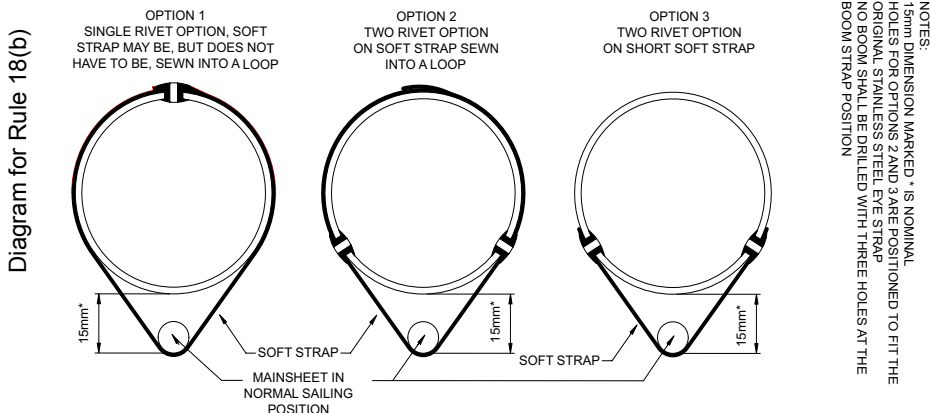
- (a) To prevent abrasion of the mast step, tubes or collars of uniform thickness not exceeding 1 mm in total may be placed around the entire circumference of the lower mast or the mast step cavity. A tube or collar shall not extend more than 10 mm above deck level.



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



20. INSPECTION PORTS

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

Storage receptacles are permitted underneath hatch covers.

21. CLIPS AND STORAGE BAGS

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

22. COMPASS, ELECTRONIC EQUIPMENT AND TIMING DEVICES

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

23. WIND INDICATORS

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

24. TAPE AND LINE

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

25. SAFETY EQUIPMENT

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

26. REPAIRS AND MAINTENANCE

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

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

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

27. REEFING

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

28. BOAT OR BODY MOUNTED CAMERA

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

PART FOUR ILCA 6 RIG AND ILCA 4 RIG OPTIONS

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

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

29. ILCA 6 RIG

- (a) The ILCA 6 sail and bottom mast as supplied by an approved Builder shall conform to the measurement diagrams which form part of these Rules.
- (b) The ILCA 6 rig may be used in any class regatta subject to the conditions in 29 (c) and any restrictions in the Notice of Race and Sailing Instructions.
- (c) The ILCA 6 rig may only be used in District Championships and higher level regattas when prescribed in the Notice of Race and Sailing Instructions.
- (d) In a series of races a ILCA 6 rig shall not be changed for a ILCA 7 or ILCA 4 rig. A series is 2 or more races that count towards an overall points total.
- (e) SAIL REGISTRATION NUMBERS & NATIONAL LETTERS

Rules 4(c) and (f) shall be amended to read as follows:

- 4(c) For ILCA 6 sails with numbers above 153000 and sails purchased after 1st June 1993 the sail numbers shall be glued or sewn on each side of the sail, with the bottom of the numbers on the starboard side of the sail placed along a line parallel to and 400 mm (+ or - 12 mm) below the underside of the middle batten pocket. The bottom of the numbers on the port side of the sail shall be placed on a line 400 mm (+ or - 12 mm) below and parallel to the bottom of the numbers on the starboard side of the sail. The starboard sail numbers shall commence 100 mm (+ or - 12 mm) from the leech and the port side numbers shall finish 100 mm (+ or - 12 mm) from the leech.

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

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

positioned as follows (also see diagram):

The top of the letters on the starboard side of the sail shall be placed on the bottom edge of the bottom batten pocket and its extension (+ 12 mm). The starboard letters shall commence 100 mm (+ or - 12 mm) from the leech. The bottom of the letters on the port side shall be placed on a line 400 mm (+ or - 12 mm) below and parallel to the bottom of the letters on the starboard side of the sail. The port letters shall finish 100 mm (+ or - 12 mm) from the leech. The letters shall all be the same colour, which may be one of the colours of the digits of the sail number, or another distinctive colour.

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

(f) CLOTHING AND EQUIPMENT

Rule 6(a) shall be amended to read as follows:

- 6(a)** For the purposes of RRS 50.1 (b) the maximum total weight of competitors clothing and equipment shall be 9 kg.

30. ILCA 4 RIG

- (a)** The ILCA 4 sail and bottom mast as supplied by an approved Builder shall conform to the measurement diagrams which form part of these Rules.
- (b)** The ILCA 4 rig may be used in any class regatta subject to the conditions in 30 (c) and any restrictions in the Notice of Race and Sailing Instructions.
- (c)** The ILCA 4 rig may only be used in District Championships and higher level regattas when prescribed in the Notice of Race and Sailing Instructions.
- (d)** In a series of races an ILCA 4 rig shall not be changed for a ILCA 7 or ILCA 6 rig. A series is 2 or more races that count towards an overall points total.

(e) SAIL REGISTRATION NUMBERS

Rules 4(b), 4(c) and 4(f) shall be amended to read as follows:

- 4(b)** On ILCA 4 sails all numbers shall be in accordance with the Racing Rules of Sailing and shall be of the following minimum dimensions:

Height 220 mm.

Width 150 mm excluding digit 1.

Thickness 30 mm.

Note: Optimist Class legal numbers conform to this rule.

The maximum height to conform is 240mm.

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

Sail numbers shall be regularly spaced.

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

Each number digit shall be one colour only.

The numbers shall be solid and easy to read.

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

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

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

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

For all ILCA 4 sails with numbers from 190000, and for sails purchased from 1 April 2006 onwards, The bottom of the starboard side letters shall be placed along a line 270mm (+12mm) below and parallel to the bottom of the numbers on the port side and start 100mm (+ or -12mm) from the leech. The bottom of the letters on the port side shall be placed along a line 270mm (+12mm) below and parallel to the bottom of the letters on the starboard side and finish 100mm (+ or -12mm) from the leech.

For ILCA 4 sails with numbers under 190000 that were purchased before 1 April 2006, they may be placed as above or along the same line, 270mm below and parallel to the bottom of the numbers on the port side, on opposite sides of the sail. The letters on the port side shall be closer to the leech than those on the starboard side, with the port side letters finishing 100mm (+ or - 12mm) from the leech.

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

The letters shall all be the same colour, which may be one of the colours of the digits of the sail number, or another distinctive colour.

(f) MAST

Rule 5 shall be amended to read as follows:

5

The ILCA 4 bottom mast is supplied with a pre-bend aft of approximately 5 degrees. The pre-bend shall not be increased or decreased. No top mast that has permanent bend in it shall be used at any time.

(g) CLOTHING AND EQUIPMENT

Rule 6(a) shall be amended to read as follows:

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

PART FIVE

31. AMENDMENTS

Amendments to these Rules shall be approved by each of:

- (a)** the World Council,
- (b)** 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.



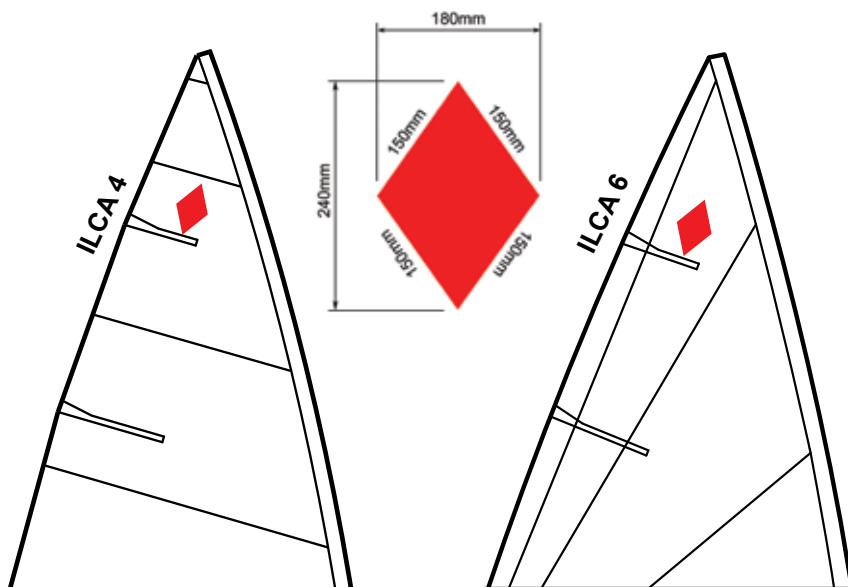
Instructions for Applying Red Rhombus For Women's Events

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.

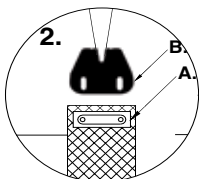
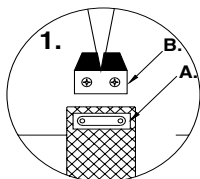


Measurement Diagrams

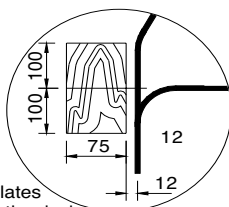
(pages 37 to 43 part of class rules)

All dimensions shown in millimetres

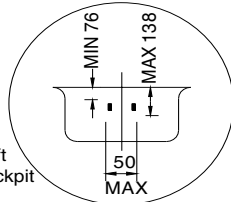
Measurements are shown only as a guide to replacement in the event of failure.



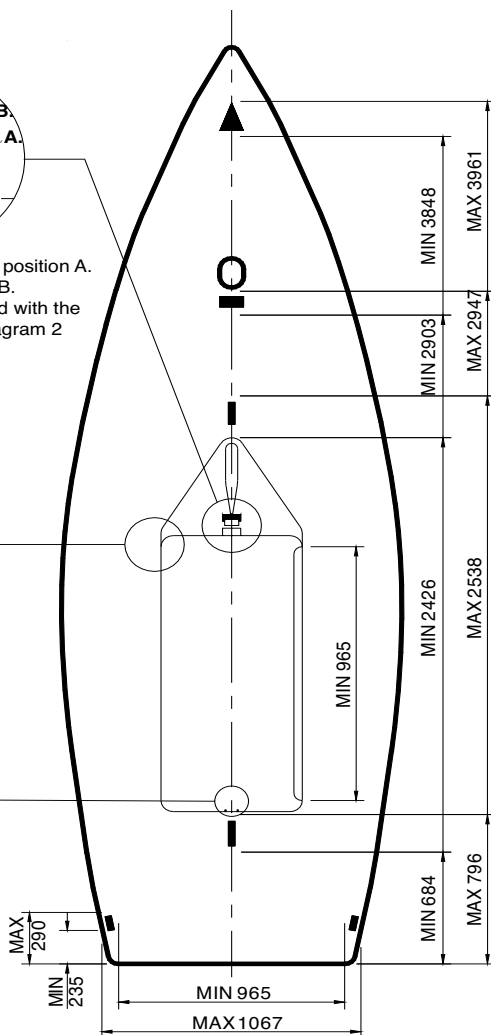
Mainsheet block shall be attached to eyestay in position A.
Centreboard Brake shall be attached in position B.
Centreboard Brake in diagram 1 may be replaced with the builder supplied Centreboard Brake shown in diagram 2



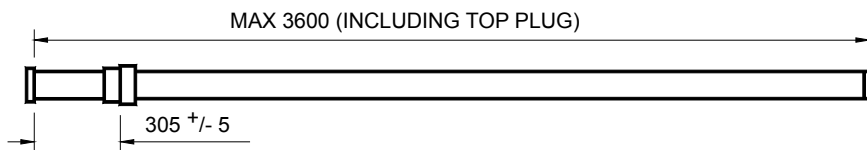
Wooden backing plates are under the deck for the fitting of cam or clam cleats



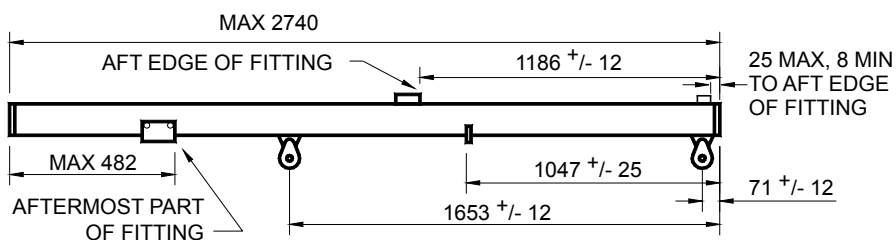
Eyes at aft end of cockpit



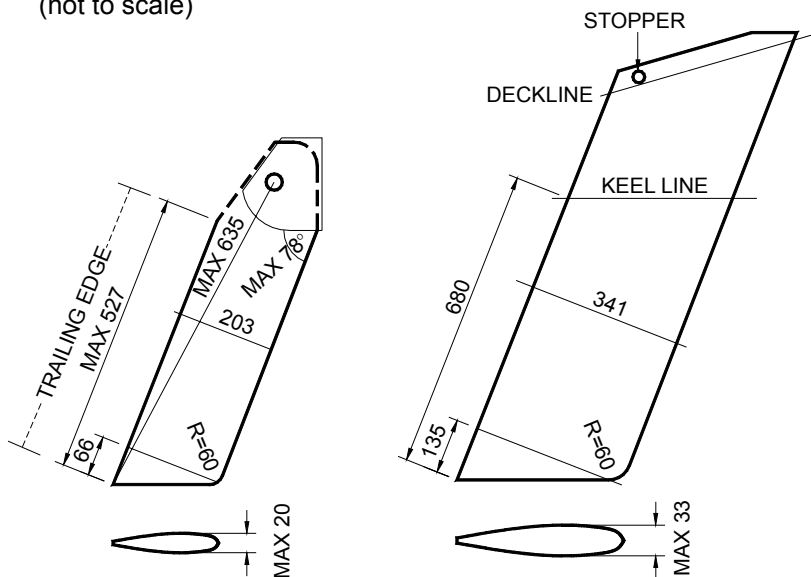
ILCA 7, ILCA 6 & ILCA 4 MAST TOP SECTION



ILCA 7, ILCA 6 & ILCA 4 BOOM

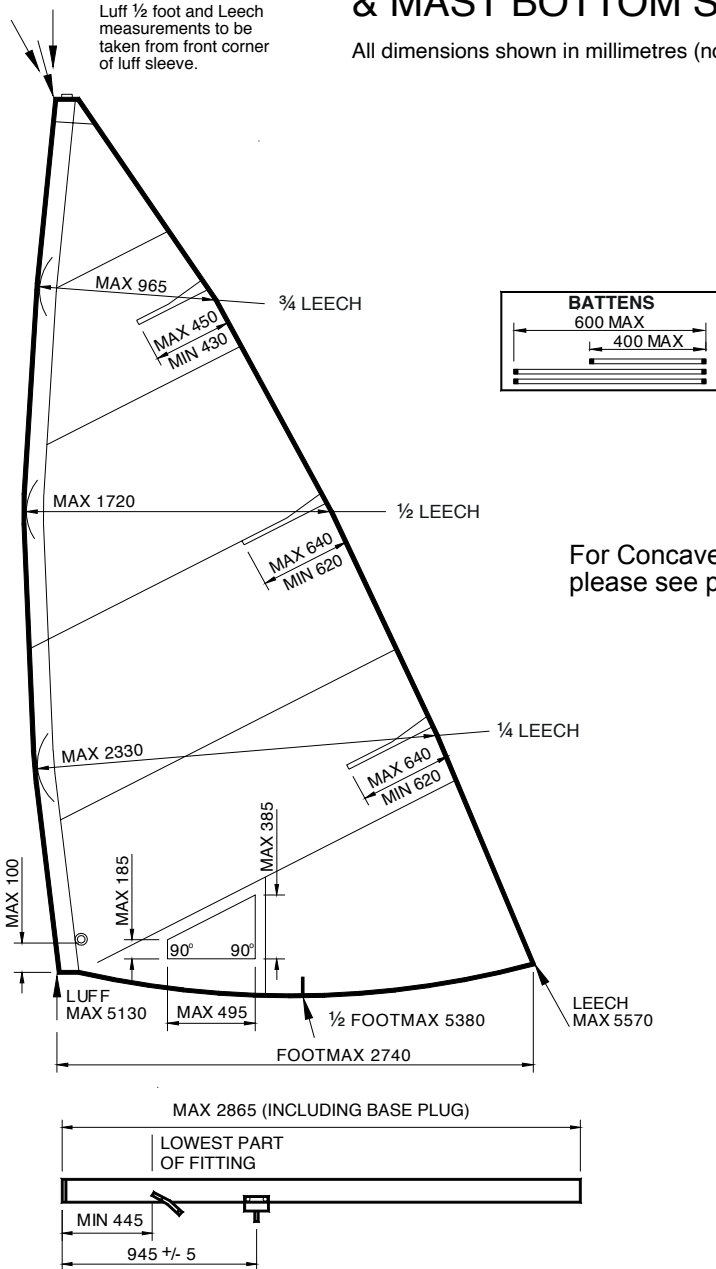


All dimensions shown
in millimetres
(not to scale)



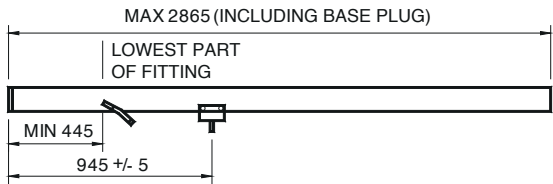
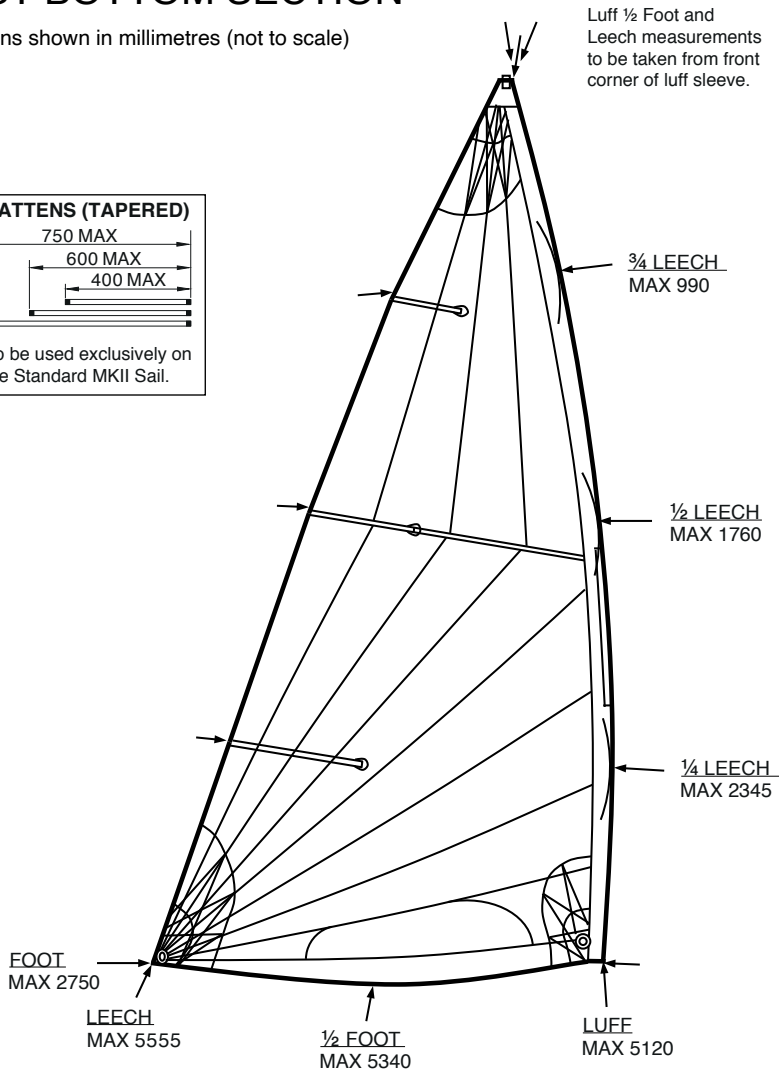
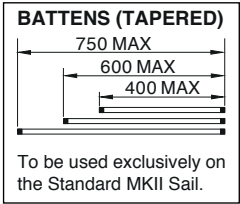
ILCA 7 CLASS MKI SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)



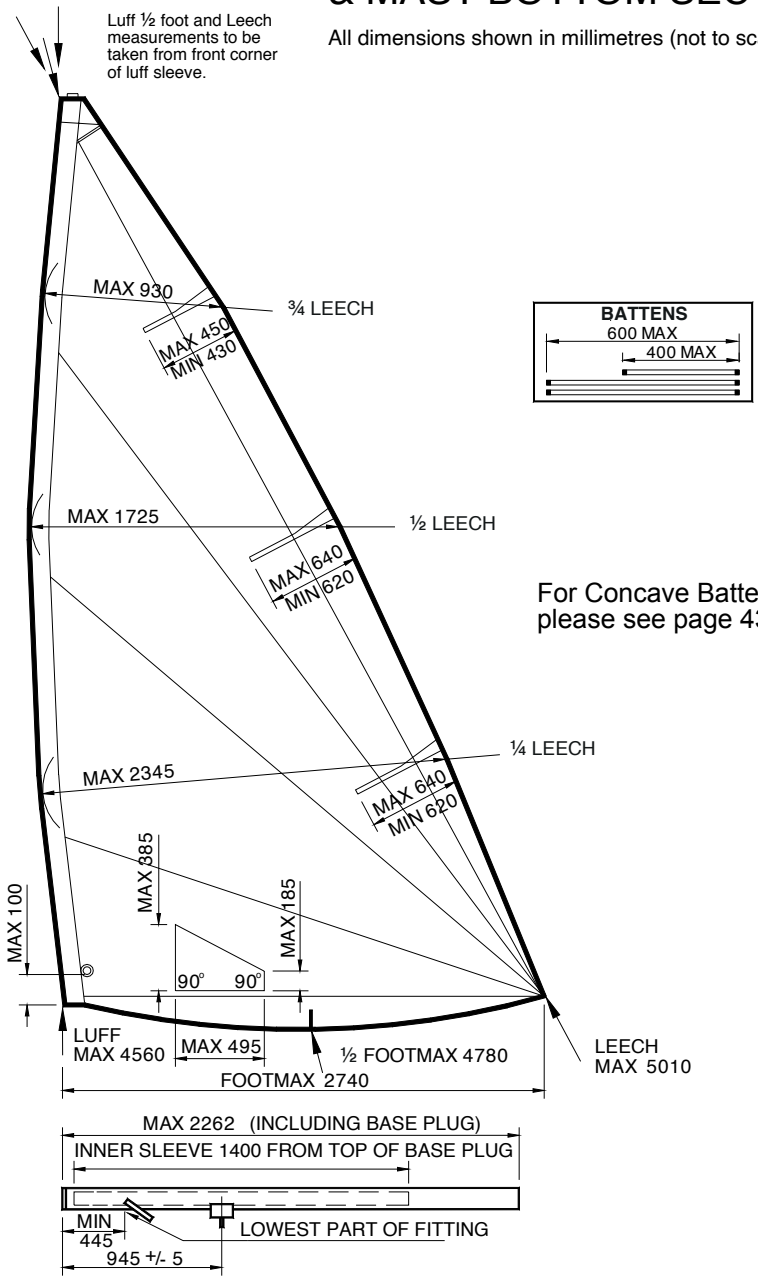
ILCA 7 CLASS MKII SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)



ILCA 6 CLASS SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)

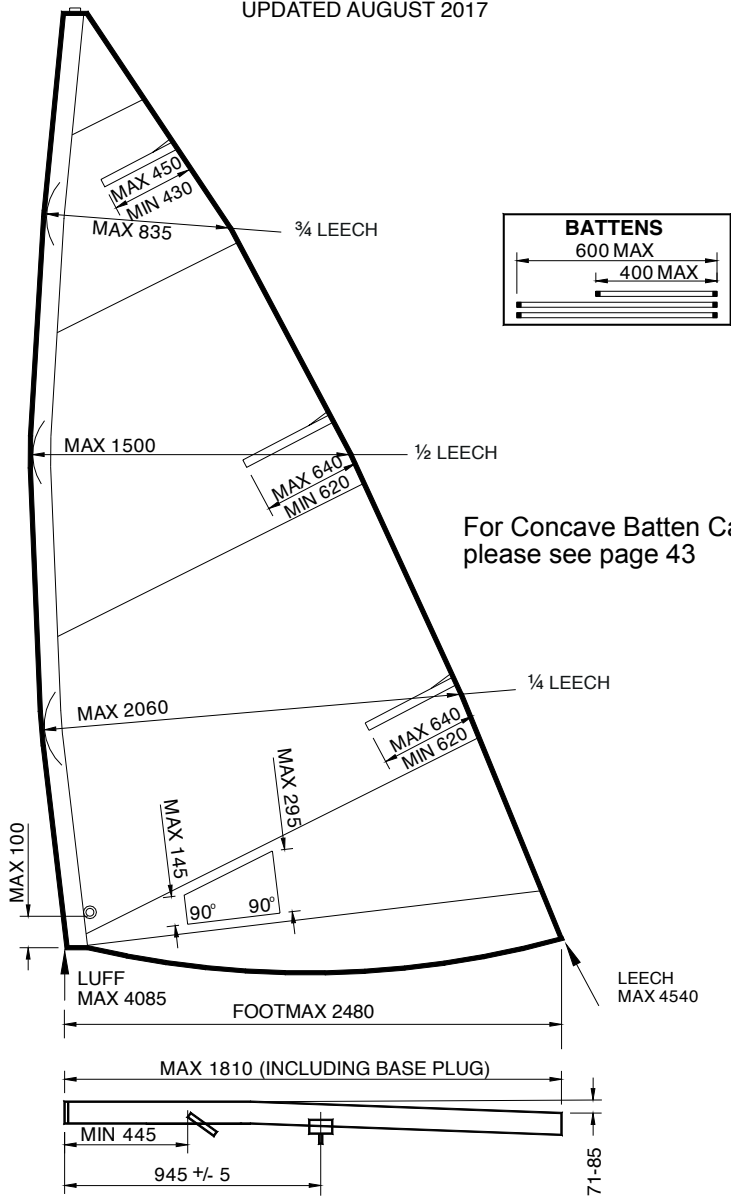


ILCA 4 CLASS SAIL & MAST BOTTOM SECTION

All dimensions shown in millimetres (not to scale)

UPDATED AUGUST 2017

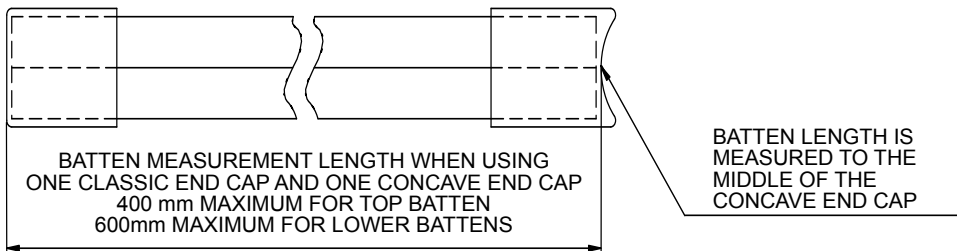
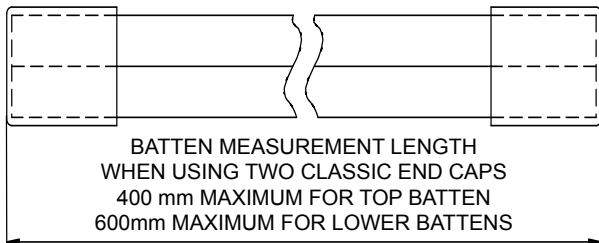
Luff and Leech
measurements
to be taken from
front corner of
luff sleeve.



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

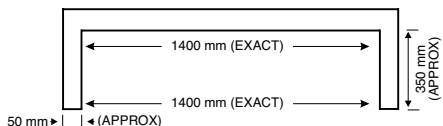
(b) Equipment

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

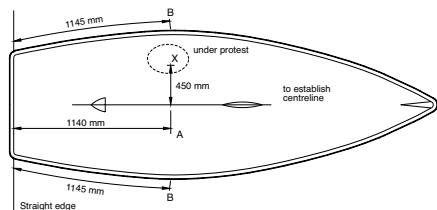
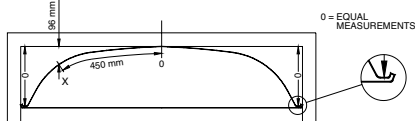


Diagram 2



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

Measurement of Rocker

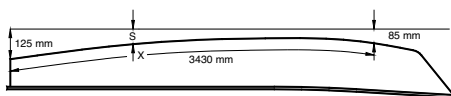
Turn boat upside down. Measure out a distance of 3430 mm along the keel line of the boat.

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

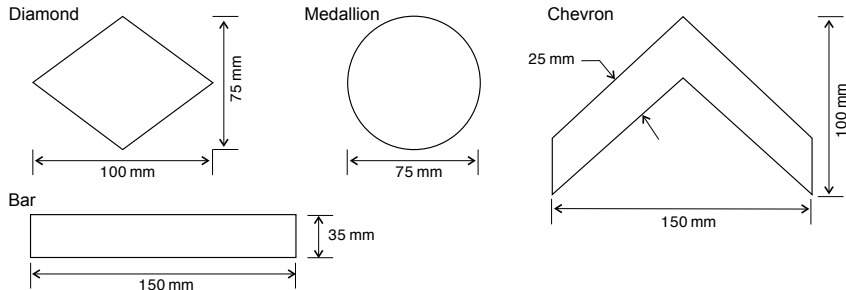
Cube inscribed with 2 Diamonds

Series 4th & 5th place finishers

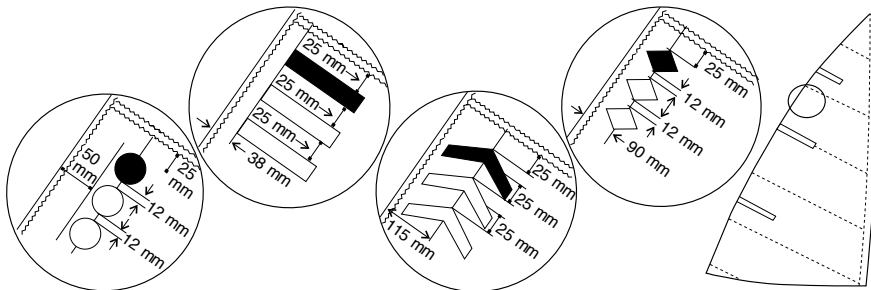
Cube inscribed with 1 Diamond

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).



fig 1



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.



fig 3



fig 4



fig 5

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

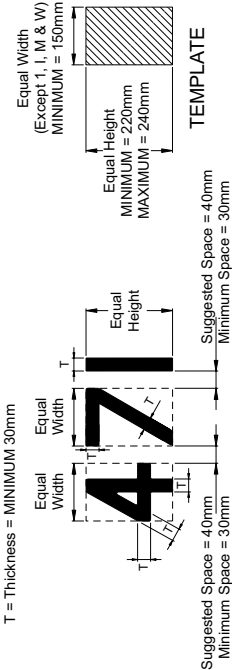
1. Spread the sail out flat on the working surface so that the starboard side of the sail is facing up. The leech (back edge of the sail) will be on the left hand side as shown in the positioning diagrams.
2. **Make sure you are using the correct diagram for the design of sail you are applying the numbers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

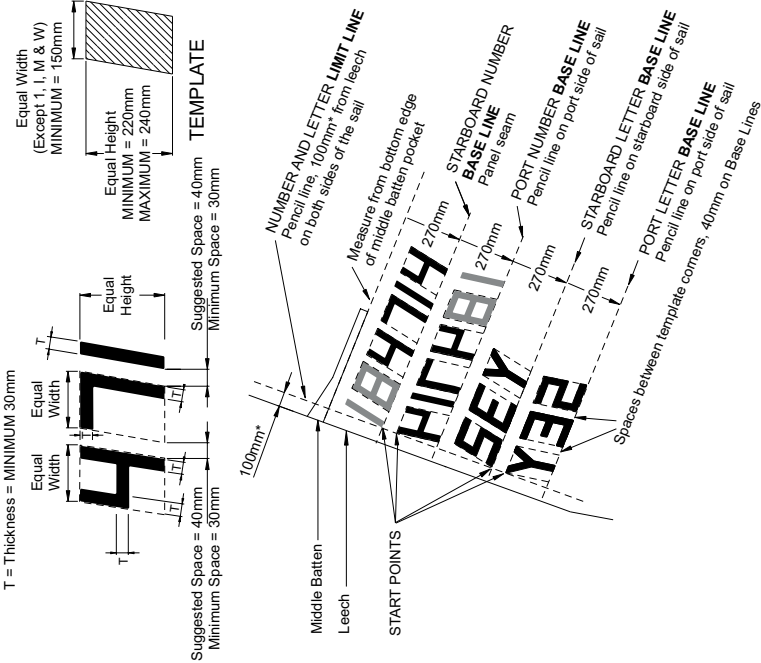
1. Spread the sail out flat on the working surface so that the port side of the sail is facing up. The leech (back edge of the sail) will be on the right hand side. Draw the **Base Line** for the port numbers (and letters).
2. Start with the letter or number closest to the leech making sure that no part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



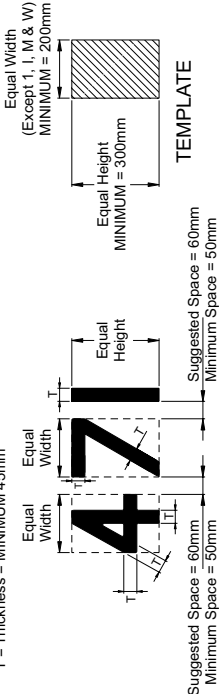
1. MINIMUM SPACE BETWEEN NUMBERS AND LETTERS IN THE CLASS RULES IS 30mm, SO USE 40mm TO ENSURE THAT ANY SMALL ERRORS IN POSITION ARE STILL LEGAL.
 2. LAST FOUR DIGITS OF SAIL NUMBER TO BE ONE DARK, DISTINCTIVE COLOUR OR BLACK, PRECEDING DIGITS TO BE A DIFFERENT, CONTRASTING, DISTINCTIVE COLOUR, PREFERABLY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

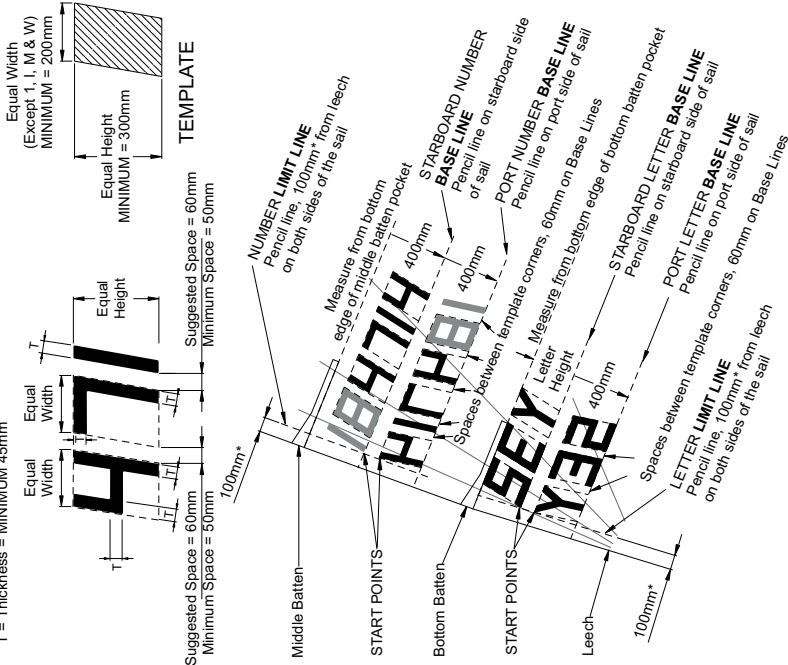
UPRIGHT NUMBERS AND LETTERS

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 DIGIT'S OR ANOTHER DISTINCTIVE COLOUR.
- * CLOSEST POINT OF LETTER OR NUMBER SHOULD BE 100mm FROM LEECH, WITH TOLERANCE +/- 12 mm.

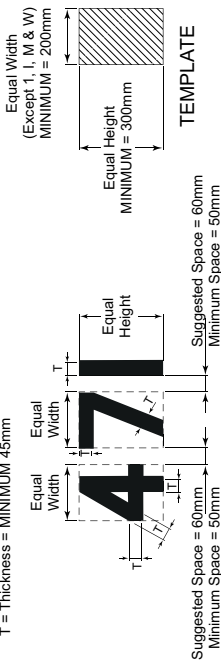
PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES

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

November 2021 Edition

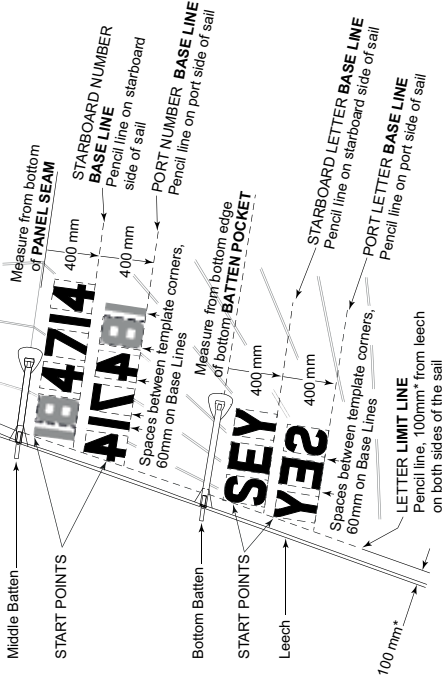
UPRIGHT NUMBERS AND LETTERS

T = Thickness = MINIMUM 45mm



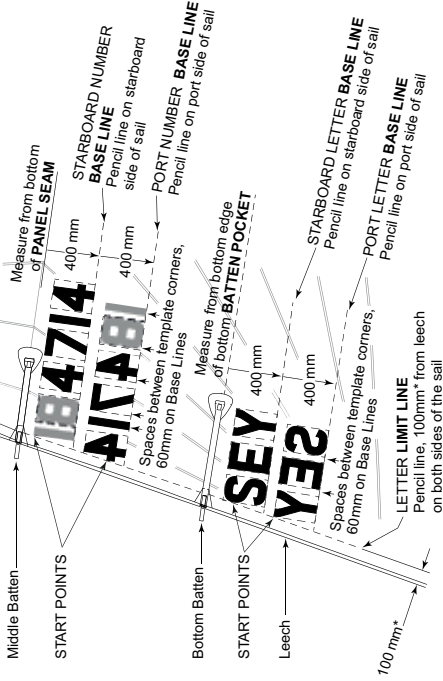
TEMPLATE

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



TEMPLATE

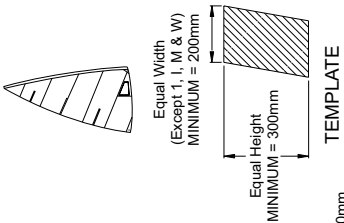
NUMBER LIMIT LINE
Pencil line, 100mm* from leech on both sides of the sail



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.

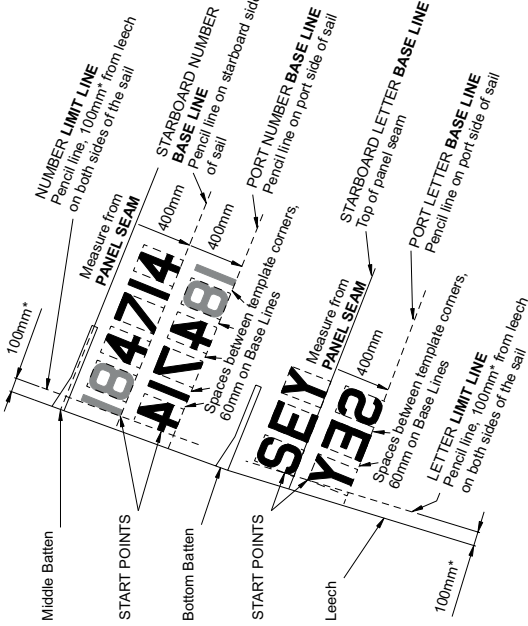
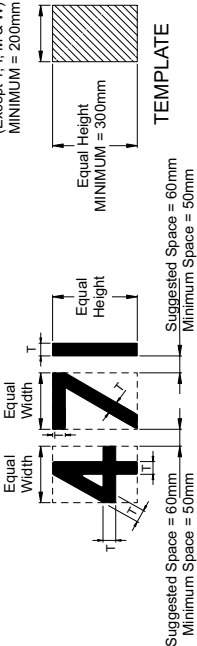
PLEASE NOTE DIAGRAMS ARE NOT PART OF THE CLASS RULES

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



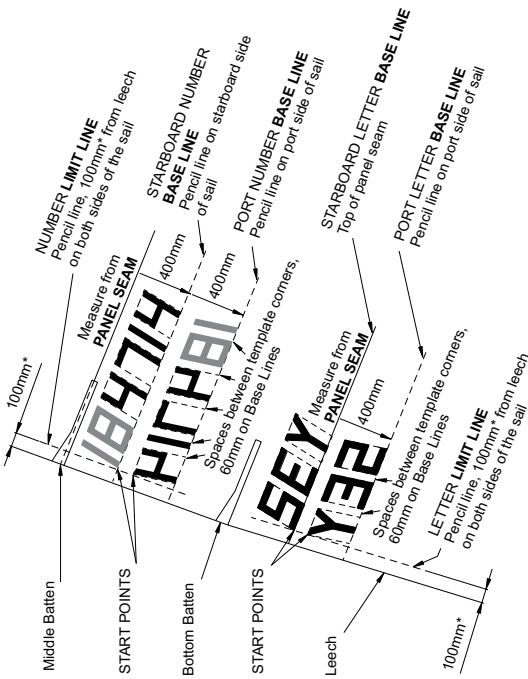
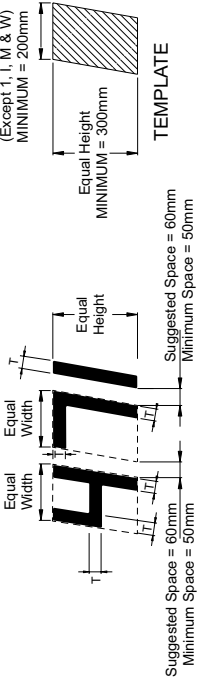
UPRIGHT NUMBERS AND LETTERS

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 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 Josefín Olsson	SWE
3rd Marit Bouwmeester	NED
4th Emma Plasschaert	BEL
5th Tuula Tenkanen	FIN

2016 Rio, Brazil

Standard

Countries 46	
1st Tom Burton	AUS
2nd 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 Blauvelt	AUS
5th Sarah Steyaert	FRA

2004 Athens, GRE

Standard

Countries 42	
1st Robert Scheidt	BRA
2nd Andreas Geritzer	AUT
3rd Vasilij Zbogor	SLO
4th Paul Goodison	GBR
5th Gustavo Lima	POR

2000 Sydney, AUS

Standard

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

1996 Savannah, USA

Standard

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

WORLD

CHAMPIONSHIPS

2022 Riviera Nayarit, MEX

Open: ILCA 7

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

2022 Texas, USA

Women: ILCA 6	
Entries 86	Countries 40
1st Anne-Marie Rindom	DEN
2nd Maud Jayet	SUI
3rd Emma Plasschaert	BEL
4th Josefín Olsson	SWE
5th Maria Erdi	HUN

Men: ILCA 6	
Entries 17	Countries 3
1st Peter Barnard	USA
2nd William Baker	USA
3rd Hamilton Barclay	USA
4th Nicholas Mueller	USA
5th Thomas Kraak	USA

2022 Texas, USA

Youth Men: ILCA 6	
Entries 160	Countries 33
1st Matilda Cesana	ITA
2nd Erik Norlén	SWE
3rd Caleb Armit	NZL
4th Enrico Tanfema	ITA
5th Robert Meek	USA

Youth Women: ILCA 6

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

2022 Vilamoura, POR

U18 Men: ILCA 4	
Entries 278	Countries 41
1st Nicolò Cassitta	ITA
2nd Dionysios Kalpogiannakis	GRE
3rd Max Frank	NED
4th Omer Vered Vilenchik	ISR
5th Massimiliano Antoniazzi	ITA

U18 Women: ILCA 4

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

U21 Men: ILCA 7

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

U21 Women: ILCA 6

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

2021 Barcelona, ESP

Open: ILCA 7

Entries 139	Countries 44
1st Thomas Saunders	NZL
2nd Finn Lynch	IRL
3rd Toni Stipanovic	CRO
4th Sergel 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 Buesselsberg	GER

Men: ILCA 6

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

2021 Arco, ITA

Youth Men: ILCA 6

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

Youth Women: ILCA 6

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

2021 Dun Laoghaire, IRL

U18 Men: ILCA 4

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

U18 Women: ILCA 4

Entries 87	Countries 22
1st Emma Mattivi	ITA
2nd Petra Marednic	CRO
3rd Gaia Bolzonella	ITA
4th Claudia Adani Liedò	ESP
5th Annamijn Lasabramanian	NED

2021 Gdynia, POL

U21 Men: ILCA 7

Entries 143	Countries 37
1st Zaachary Littlewood	AUS
2nd Matteo Paulon	ITA
3rd Julian Hoffmann	GER
4th Bruno Gaspin	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 Elliott 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 Kwana	POL

Men: Radial

Entries 66	Countries 11
1st Danil 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 Barrue	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 Aimilianos Monos	GRE
3rd Michael Compton	AUS
4th Piotr Malinowski	POL
5th Tom Higgins	IRL

Youth Women: Radial

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

U18 Men: 4.7

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

U18 Women: 4.7

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

2019 Split, CRO

U21: Standard

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

2018 Aarhus, DEN

Open: Standard

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

Women: Radial

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

2018 Kiel, GER

Men: Radial

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

Youth Men: Radial

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

Youth Women: Radial

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

2018 Gdynia, POL

U21: Standard	
Entries 140	Countries 41
1st Philipp Loewen	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 Stefano Viale	PER
4th Wonn Ky 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 Verstraalen	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 Medebeli, NED

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

Men: Radial

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

Youth Men: Radial

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

Youth Women: Radial

Entries 110	Countries 32
1st Hannah Anderssohn	GER
2nd Dolores Moreira Fraschini	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 Kwasna	POL
4th Louise Cervera	FRA
5th Dolores Moreira	Fraschini. URU

U18 Men: 4.7

Entries 235	Countries 43
1st Yikan Timurshah	TUR
2nd Sofiane Karim	FRA
3rd Cesare Bagnato	ITA
4th Pere Ponsetti Mesquida	ESP
5th Finn O'Dea	AUS

U18 Women: 4.7

Entries 115	Countries 30
1st Federica Cattarozzi	ITA
2nd Giorgia Cingolani	ITA
3rd Ana Moncada Sanchez	ESP
4th Julia Buesseelberg	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 Raley	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 Darraugh 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 William	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 David Jayet	SUI

U18 Men: 4.7

Entries 267	Countries 38
1st Dimitris Papadimitriou	GRE
2nd Guido Gallinaro	ITA
3rd Pere Ponsetti	ESP
4th Uffe Tomsaagaard	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 168	Countries 62
1st Nick Thompson	GBR
2nd Philipp Buhl	GER
3rd Tom Burton	AUS
4th Juan Ignacio Maegli	GUA
5th Matthew Wearn	AUS

Youth Men: Radial

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

Youth Women: Radial

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

2015 Al 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 Josefina 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 Döpping	DEN
5th Mon Cañellas Salas	ESP

2015 Medebeli, 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 Hast	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 Josefina Olsson	SWE
3rd Evi Van Acker	BEL
4th Tuula Tenkanen	FIN
5th Hana K. Fenclova	CZE

2014 Dzinnow, POL

Men: Radial	
Entries 76	Countries 22
1st Stelmazzyk Jonasz	POL
2nd Marcin Rudawski	POL
3rd William De smet	BEL
4th Tristan Brown	AUS
5th Martin Pjarskas	LTU

Youth Men: Radial

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

Youth Women: Radial

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

2014 Douarnenez, FRA

U21: Standard	
Entries 105	Countries 33
1st Lorenzo Chiavarini	GBR
2nd Hermann Tomsaagaard	NOR
3rd Stefano Pesciera	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 Farugina	ITA
5th Joyce Florida	ITA

2014 Karatsu, JPN

U18 Men: 4.7	
Entries 66	Countries 21
1st Alexandre Boite	FRA
2nd Ismael Iess	ESP
3rd Paolo Mavricic	CRO
4th Frederico Fomassari	ITA
5th Kaito Iwaki	JPN

U18 Women: 4.7

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

2013 Al Musannah, OMA

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

2013 Rizhao City, CHN

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

2013 Dun Laoghaire, IRL

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

2013 Al Musannah, OMA

Youth Men: Radial	
Entries 51	Countries 22
1st Benjamin Vadnai	HUN
2nd Gianmarco Planchestainer	ITA
3rd Sebastian Schneider	SUI
4th Ryan Lo	SIN
5th 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 Tomsaagaard	NOR
3rd Francesco Marrai	ITA
4th Lorenzo Chiavarini	GBR
5th Giovanni Coccoluto	ITA

U21: Radial Women

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

U18 Men: 4.7

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

U18 Women: 4.7

Entries 130	Countries 33
1st Silvia Morales Gonzalez	ESP
2nd Magdalena Kwasna	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 Tonci Stanovic	CRO
3rd Andrew Maloney	NZL
4th Juan Maegi	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 Coccoluto	ITA
2nd Stig Steinfurth	DEN
3rd Aleksander Arian	POL
4th Juan Ignacio Biava	ARG
5th Ignasi López Carcaré	ESP

2012 Brisbane, AUS**Men: Radial**

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

Youth Men: Radial

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

Youth Women: Radial

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

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

Entries 71	Countries 25
1st Benjamin Vadni	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 Rodríguez Pérez	ESP
2nd Malone Chao Jie Pun	SIN
3rd Luka Tosti	SRB
4th Liam McCarthy	IRL
5th Francisco Guaragna	ARG

U18 Women: 4.7

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

U16 Women: 4.7

Entries 12	Countries 7
1st Maria C. K. Boabaid	BRA
2nd Natalia A. S. Barriga	ESP
3rd Jacinta Ainsworth	GBR
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
3rd Paige Railey	USA
4th Veronika Fenclova	CZE
5th Gintare Volungeviciute	LTU

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

Entries 151	Countries 40
1st Sam Meech	NZL
2nd Alex Mills-Barton	GBR
3rd Martin Evans	GBR
4th 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 Mercer	FRA
4th Mitchell Kiss	USA
5th Tommaso Centonze	ITA

Youth Women: Radial

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

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

Entries 112	Countries 28
1st Francisco Gonzalez S.	ESP
2nd Carlos Rosello	ESP
3rd William de Smet	BEL
4th Keiji 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 Flen 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 Vasileia Karachaliou	GRE
4th Savannah Siew K. Hui	SIN
5th Marine V.Campenhoudt	SUI

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

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

U21: Standard

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

2010 Largs, GBR**Women: Radial**

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

Men: Radial

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

Youth Men: Radial

Entries 228	Countries 41
1st Giovanni Cocoluto	ITA
2nd Tadeusz Kubiak	POL
3rd Luca Antognoli	ITA
4th Stefano Mazzafiero	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 Streinmueller	GER
5th Arjonilla Julia Vallo	ESP

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

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

U18 Women: 4.7

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

U16 Mixed: 4.7

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

2009 Halifax, CAN**Open: Standard**

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

2009 Karatsu, JPN**Women: Radial**

Entries 88	Countries 30
1st Sari Muttala	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 Insub Kim	KOR
4th Hisaki Nagai	JPN
5th Mohd Romsli Muhamad MAS	MAS

Youth Men: Radial

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

Youth Women: Radial

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

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

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

Youth Women: 4.7

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

2008 Terrigal, AUS**Open: Standard**

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

2008 Auckland, NZL**Women: Radial**

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

Men: Radial

Entries 77	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 Antea Kordic	CRO
4th Coro Leveque Patricia	ESP
5th Charlotte Asselt	NED

2007 Cascais, POR**Open: Standard**

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

Women: Radial

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

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

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

Youth Men: Radial

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

Youth Women: Radial

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

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

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

Youth Women: 4.7

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

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

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

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

Entries 133	Countries 22
1st Fabio Pillar	BRA
2nd Steven Le Fevre	NED
3rd Steven Krol	NED
4th Jon Emmett	GBR
5th Ryan Seaton	IRL

Women: Radial

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

Youth Men: Radial

Entries 140	Countries 21
1st Kyle Rogachenko	USA
2nd Guilherme Barbosa Lima	BRA
3rd 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 Serezhkin	RUS
3rd Marco Peresa	CRO
4th Fran Perucic	CRO
5th Giuseppe Linares	ITA

Youth Women: 4.7

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

2005 Fortaleza, BRA**Open: Standard**

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

Men: Radial

Entries 90	
Countries 24	
1st Eduardo Magalhães	BRA
2nd Brad Funk	CRO
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 Tunnlickeif	USA
4th Petra Niemann	GER
5th Krystal Weir	AUS

Youth Men: Radial

Entries 77	
Countries 23	
1st Blair Mclay	NZL
2nd Frederico Melo	POR
3rd Ivan Tartas	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****Countries 16**

Youth Men: 4.7	
1st Joaquin Blanco	ESP
2nd Adam Sims	GBR
3rd Dany Stanisic	SLO
4th Guney Kaplan	TUR
5th Marco Teixidor	PUR

Youth Women: 4.7

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

2004 Bitez, TUR**Open: Standard**

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

2004 Brisbane, AUS**Men: Radial**

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

Women: Radial

Entries 37	
Countries 12	
1st 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 Mihelcic	CRO
4th Daniel Jakobsen	BRA
5th Javier Padron	ESP

2004 Riva del Garda, ITA**Entries 276****Countries 23**

Youth Men: 4.7	
1st Justin Onvlee	RSA
2nd Michael Frei	FRA
3rd Ivo Kalebic	CRO
4th Alexander Dolan	IRL
5th Pierre Angelo Collura	FIN

Youth Women: 4.7

1st Anita Di lasio	ITA
2nd Tina Mihelcic	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 Bartram	NZL
3rd Karlo Krpeljevic	CRO
4th Max Bulley	FRA
5th Marc Jux	CHI

Women: Radial

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

Youth: Radial

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

2003 Cesme, TUR**Entries 98****Countries 18**

Youth Men: 4.7	
1st Onur Derebası	TUR
2nd Ates Oinar	TUR
3rd Mustafa Cakir	TUR
4th Philip White	GBR
5th Milosz Landowski	POL

Youth Women: 4.7

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

2002 Hyannis, USA**Open: 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 Bartram	NZL

Women: Radial

Entries 38	
Countries 10	
1st Katarzyna Szotynski	POL
2nd Miranda Powrie	NZL
3rd Ciara 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 Stipanovic	CRO
2nd Daniel Mihelcic	CRO
3rd Colin Robard	NED
4th Stefano Meciani	ITA
5th Dennis Karpak	EST

Youth Women: 4.7

1st Tugce Subasi	TUR
2nd Celine Oliver	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 Pear Moberg	NOR
4th Paul Goodison	GBR
5th Gareth Blackenberg	RSA

2001 Vilanova, ESP**Men: Radial**

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

Women: Radial

Entries 56	
Countries 23	
1st Katarzyna Szotynski	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 Mulsabas	TUR

Women: Radial

Entries 33	
Countries 16	
1st Katarzyna Szotynski	POL
2nd Nicola Muller	GBR
3rd Jayne Singleton	GBR
4th Jeannette 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 Vagelis Chimonas	GRE

Women: Radial

Entries 42	
Countries 20	
1st Kelly Hand	CAN
2nd Jeannette Dagson	SWE
3rd Helene Viazgo	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 Andonis Bougiouris	GRE
3rd Alexandros Logothetis	GRE
4th Raimondos Siugzdinis	LTU
5th Luca Radelic	CRO

Women: Radial

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

Youth: Radial

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

1997 Algarrobo, CHI**Open: 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 Medamedia, MAR**Men: Radial**

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

Women: Radial

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

Youth: 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

Men: Radial	
Entries 96	Countries 20
1st Brendan Casey	AUS
2nd Andrew Kiriljuk	RUS
3rd Allan Coutts	NZL
4th Tim Shuwalow	AUS

1994 Wakayama, JPN**Open: Standard**

Entries 120	Countries 36
1st Nicolas 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 Holzappel	AUS

Women: Radial

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

1993 Takapuna, NZL**Open: Standard**

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

Men: Radial

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

Women: Radial

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

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

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

Men: Radial

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

Women: Radial

Entries 33	Countries 10
1st Maria Viachou	GRE
2nd Carolijn Brouwer	NED
3rd Ourania Flabouri	GRE
4th Roberta Zucchinetti	ITA
5th Marina Psichogiou	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 Carnet	USA
3rd Ulrika Antonsson	SWE
4th Grethe Halvorsen	NOR
5th Marie Dahlof	SWE

1988 Falmouth, GBR**Open: Standard**

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

Women: Radial

Entries 31	Countries 14
1st Jacqueline Ellis	AUS
2nd Ardis Bollweg	NED
3rd Ann Keates	GBR
4th Ulrika Antonsson	SWE
5th Johanna Harkonmaki	FIN

Youth: Standard

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

1987 Melbourne, AUS**Open: Standard**

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

1985 Halmstad, SWE**Open: Standard**

Entries 108	Countries 28
1st Lawrence Crispin	GBR
2nd Anders 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 Talbouet	FRA

1983 Gulfport, USA**Open: Standard**

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

Women: Standard

Entries 26	Countries 12
1st Betsy Gelenitis	USA
2nd Lynne Jewell	USA
3rd Carolee Spooner	CAN
4th Virginia Perry	USA
5th Susanne Madsen	DEN

1982 Sardinia, ITA**Open: Standard**

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

Women: Standard

Entries 23	Countries 11
1st Marion Steenhuis	NED
2nd Vittoria Masotto	ITA
3rd Francesca Pavesi	ITA
4th Susanne Schmidt	GER
5th Barbara Champion	GBR

1980 Kingston, CAN**Open: Standard**

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

Women: Standard

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

1979 Perth, AUS**Open: Standard**

Entries 93	Countries 25
1st Lasse Hjortnaes	DEN
2nd Peter 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 Neelander	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 Buchanan	USA

MASTERS WORLD CHAMPIONSHIPS**2022 Riviera Nayarit, MEX****ILCA 7****Entries 64**

Apprentices	Countries 14
1st Andres Heredia	ARG
2nd Charles Bailie Strong	LUX
3rd Adil Khalid	UAE
4th Antonios Kondis	GRE
5th James Bauley	USA

Masters

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

Grand Masters

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

Great Grand Masters

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

ILCA 6**Apprentices**

Entries 77	Countries 14
1st Jon Emmett	GBR
2nd Antonios Kondis	GRE
3rd Tania Elias Calles Wolf	MEX
4th Carlos Edmundo Silva Galicia	MEX
5th David Waiting	USA

Women Apprentices

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

Masters

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

Women Masters

1st Alexandra Behrens	GER
2nd Dorian Haldeman	USA
Grand Masters	
1st Allan Clark	CAN
2nd David Luketina	AUS
3rd Eduardo Santambrogio	ARG
4th Andrew Holdsworth	GBR
5th Terry Soutcher	GBR

Women Grand Masters

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

Legends (75+)

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

2021 Barcelona, ESP**Entries 239****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 Meesmaecker	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 Boschin	ITA
3rd Robyn Sadler	RSA
Masters	
1st Stefan Eriksson	SWE
2nd Jean-Christophe Leydet	FRA
3rd Monica Azon	ESP
4th Alessio Marinelli	ITA
5th Anders Mattsson	SWE

Women Masters

1st Monica Azon	ESP
2nd Giovanna Lenci	ITA
3rd Elena Saez De Juan	ESP
4th Isabelle Auffret	FRA
Grand Masters	
1st Gilles Coardou	FRA
2nd Miguel Noguer Castellvi	ESP
3rd Pieter Van Laer	BEL
4th Sean Craig	IRL
5th Ulf Myrin	SWE

Women Grand Masters

1st Helene Viazzo	FRA
2nd Helene Viazzo	FRA
3rd Silvia Ravetlat	ESP
4th Silvia Ravetlat	FRA
5th Ann Loren	SWE

Great Grand Masters

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

Women Great Grand Masters

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

2019 Port 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 Bougiouris	GRE
4th	Christoph Marsano	AUT
5th	Stuart Hudson	GBR

Grand Masters

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

Great Grand Masters

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

Radial**Apprentices**

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

Women Apprentices

1st	Georgia Chimona	GRE
2nd	Nathalie Gunst	BEL
3rd	Pernilla Ekelund	SWE
4th	Annermarie van Nes	NED
5th	Anastasia Kalina	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
	van Leeuwen	NED
4th	Caroline Berghuis	NED
5th	Annermarie Beemster	NED

Grand Masters

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

Women Grand Masters

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

Great Grand Masters

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

Women Great Grand Masters

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

2018 Dún Laoghaire, IRL

Entries 302 Countries 25

Standard**Apprentices**

1st	Leandro Rosado	ESP
2nd	Gord Welsh	CAN
3rd	Roger O'Gorman	IRL
4th	David Quinn	IRL
5th	Pete Smyth	IRL

Masters

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

Grand Masters

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

Great Grand Masters

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

Radial**Apprentices**

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

Women Apprentices

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

Women Masters

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

Grand Masters

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

Women Grand Masters

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

Great Grand Masters

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

Women Great Grand Masters

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

Women Legends (75+)

1st	Deirdre Webster	CAN
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2017 Split, CRO

Entries 349 Countries 35

Standard**Apprentices**

1st	Maciej Grabowski	POL
2nd	Maxim Semerh	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. Gunn Pedersen	DEN

Grand Masters

1st	Allan Clark	CAN
2nd	Andy Roy	CAN
3rd	Tomas Nordqvist	SWE
4th	Tin 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	AUS
4th	David Waiting	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	Wim 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 Weirauch	GER

Grand Masters

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

Women Grand Masters

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

Great Grand Masters

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

Women Great Grand Masters

1st	Hilary Thomas	GBR
2nd	Gill Waiting	NZL
3rd	Deirdre Webster	CAN

Over 75 Masters

1st	Kerry Waraker	AUS
2nd	Peter Seidenberg	USA
3rd	Steve Avery	USA
4th	Roger Williams	GBR
5th	Claude Tigier	FRA

2016 Nuevo Vallarta, MEX

Entries 227 Countries 23

Standard**Apprentices**

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

Masters

1st	Brett Beyer	AUS
2nd	Ernesto Rodriguez	USA
3rd	Arnold Dellabarca	NZL
4th	Benoit Meesmaecker	FRA
5th	Peter Hurley	USA

Grand Masters

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

Great Grand Masters

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

Radial**Apprentices**

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

Women Apprentices

1st	Natalya Gontcharova	USA
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Masters

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

Women Masters

1st	Marcia Macdonald	BRA
2nd	Agnetta Jonsson	SWE
3rd	Diane Sissingh	AUS
4th	Alexandra Weirauch	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	Lyndal Patterson	AUS
3rd	Kathy Luciano	USA

Great Grand Masters

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

Women Great Grand Masters

1st	Hilary Thomas	GBR
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Over 75 Masters

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

2015 Kingston, CAN

Entries 247 Countries 25

Standard**Apprentices**

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

Masters

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

Grand Masters

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

Great Grand Masters

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

Radial**Apprentices**

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

Women Apprentices

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

Masters

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

Women Masters

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

Grand Masters

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 Gunni Pedersen	DEN
Grand Masters	
1st Nick Harrison	GBR
2nd Andy Roy	CAN
3rd Peter Vessella	USA
4th Colin Dibb	AUS
5th Wolfgang Gerz	GER
Great Grand Masters	
1st Mark Bethwaite	AUS
2nd Robert Blakey	NZL
3rd John Dawson Edwards	CAN
4th John Roberson	AUS
5th Christopher Fyans	GBR

Radial	
Apprentices	
1st Jon Emmett	GBR
2nd Scott Leith	NZL
3rd Alp Alpogut	TUR
4th Iago Whately	BRA
5th Edmund Tam	NZL
Women Apprentices	
1st Monica Azon	ESP
2nd Cecile Venaut	FRA
3rd Caroline Muelet	CAN
4th Alexandra Wehrauch	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 Viazio	FRA
2nd Agneta Jonsson	SWE
3rd Diane Sissingh	AUS
4th Claudine Tatibouet	FRA
5th Giovanna Bonci	ITA

Grand Masters	
1st Michael Keeton	NZL
2nd Jeff Loosemore	AUS
3rd Terry Scutcher	GBR
4th Vanessa Dudley	AUS
5th Brett Wright	BER
Women Grand Masters	
1st Vanessa Dudley	AUS
2nd Ann Keates	GBR
3rd Lyndall Patterson	AUS
4th Isabelle Arnoux	FRA
5th Lesley Reichenfeld	CAN
Great Grand Masters	
1st Keith Wilkins	GBR
2nd Robert Lowndes	AUS
3rd Peter Seidenberg	USA
4th Jacky Neiden	FRA
5th Bill Symes	AUS
Women Great Grand Masters	
1st Hilary Thomas	GBR
Over 75 Masters	
1st Peter Seidenberg	USA
2nd Kerry Waraker	AUS
3rd Dennis 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 Nagaoka	JPN
3rd Waltraud Schmitt	FRA
4th Jean-Francois Farrugia	FRA
Women Masters	
1st Akemi Nagaoka	JPN
2nd Waltraud Schmitt	FRA

2013 Al Mussanah, OMA	
Entries 186	Countries 31
Standard	
Apprentices	
1st Scott Leith	NZL
2nd Niklas Edler	SWE
3rd Alastair Tate	NZL
4th Kris Decke	NZL
5th Alan Coultis	OMA
Masters	
1st Al Clark	CAN
2nd Arnoud Hummel	NED
3rd Chris Dawson	AUS
4th Benoit Meesemaecker	FRA
5th Torbjorn Jonsson	SWE
Grand Masters	
1st Greg Adams	AUS
2nd Terry Scutcher	GBR
3rd Wolfgang Gerz	GER
4th Tim Law	GBR
5th Robert Britten	CAN
Great Grand Masters	
1st Mark Bethwaite	AUS
2nd Robert Blakey	NZL
3rd John Roberson	AUS
4th Sandy Grigg	NZL
5th Stephen Wawn	AUS

Radial	
Apprentices	
1st Jon Emmett	GBR
2nd Fabio Ramos Ramos	BRA
3rd Edmund Tam	NZL
4th Ian Gregory	GBR
5th Niall Peelo	GBR
Women Apprentices	
1st Kimberly Couranz	USA
2nd Alexandra Wehrauch	GER
Masters	
1st Ian Jones	GBR
2nd Joao Ramos	BRA
3rd Martin Van Offen	NED
4th Matthias Bruhl	GER
5th Robert Cage	GBR
Women Masters	
1st Agneta Jonsson	SWE
2nd Diane Sissingh	AUS
3rd Martien Zeegers-Nouwen	NED
4th Lindsay Whitton	AUS
Grand Masters	
1st Vanessa Dudley	AUS
2nd Bruce Martinson	USA
3rd Michael Pridham	GBR
4th Doug Peckover	USA
5th Jo Johansson	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	
Apprentices	
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 Dellabarca	NZL
5th Mike Matan	GBR
Grand Masters	
1st Wolfgang Gerz	GER
2nd Tracy Usher	USA
3rd Andre Martinie	DOM
4th Malcolm Courts	GBR
5th Mark Bethwaite Am	AUS

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

Women Apprentices	
1st Myra Robertson	AUS
2nd Anita Smith	AUS
3rd Ruth Mccance	AUS
4th Jane Moffat	AUS
5th Christy Usher	USA
Masters	
1st Mark Orams	NZL
2nd Greg Adams	AUS
3rd Mark Kennedy	AUS
4th David Early	AUS
5th Grant Willmott	AUS
Women Masters	
1st Christine Bridge	AUS
2nd Vanessa Dudley	AUS
3rd Agneta Jonsson	SWE
4th Diane Sissingh	AUS
5th Kirsteen Reid	RSA
Grand Masters	
1st Michael Keeton	NZL
2nd Adam French	AUS
3rd Pete Thomas	NZL
4th Doug Peckover	USA
5th Jeff Loosemore	AUS

Women Grand Masters	
1st Lyndall 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 Lew Verdun	AUS
Women Great Grand Masters	
1st Hilary Thomas	GBR

4.7	
Masters	
1st Claire Heenan	AUS
2nd Peter Charlton	AUS
3rd George Meikle	AUS
4th Martin Brady	AUS
5th Bronwyn Mitchell	AUS
Women Masters	
1st Claire Heenan	AUS
2nd Bronwyn Mitchell	AUS
3rd Michelle Lefevre	RSA
4th Janet Kemp	AUS
5th Jenny Walker	AUS

2011 San Francisco, USA	
Entries 236	Countries 27
Standard	
Apprentices	
1st Benjamin Richardson	USA
2nd Orlando Gledhill	GBR
3rd Kevin Taugher	USA
4th Gaspare Silvestri	ITA
5th David Armitage	USA
Masters	
1st 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 Lord Hansen	USA
5th Wolfgang Gerz	GER

Radial	
Apprentices	
1st Scott Leith	NZL
2nd Edmund Tam	NZL
3rd Ian Gregory	GBR
4th Joe Burcar	USA
5th Pablo Cervantes	MEX
Women Apprentices	
1st Buff Wendt	USA
2nd Michelle Davis	USA
3rd Kate Easton	CAN
Masters	
1st Al Clark	CAN
2nd Carlos E. Wanderley	BRA
3rd Marcelo Fuchs	BRA
4th Gary Ratcliffe	AUS
5th Mark Page	NZL
Women Masters	
1st Diane Sissingh	AUS
2nd Isabelle Barbeau	TAH
Grand Masters	
1st William Symes	USA
2nd Bruce Martinson	USA
3rd Robert Lowndes	AUS
4th Peter Heywood	AUS
5th Walt Spevak	USA

Women Grand Masters	
1st Lesley Reichenfeld	CAN
2nd Irina Pashutin	ISR
3rd Kathy Luciano	USA
Great Grand Masters	
1st Keith Wilkins	GBR
2nd Peter Seidenberg	USA
3rd Jim Quinn	NZL
4th Lindsay Hewitt	USA
5th Michael Kinnear	GBR

2010 Hayling Island, GBR	
Entries 354	Countries 31
Standard	
Apprentices	
1st Brett Beyer	AUS
2nd Adonis Bougiouris	GRE
3rd Jyrki Taiminen	FIN
4th Orlando Gledhill	GBR
5th Benjamin Richardson	USA
Masters	
1st Scott Ferguson	USA
2nd Arnoud Hummel	NED
3rd John Bertrand	USA
4th Christian Gunni Pedersen	DEN
5th Al Clark	CAN
Grand Masters	
1st Wolfgang Gerz	GER
2nd Peter Vessella	USA
3rd Peter Sherwin	GBR
4th Peter Sundelin	SWE
5th William Symes	USA

Radial	
Apprentices	
1st Scott Leith	NZL
2nd Jean-Christophe Leydet	FRA
3rd Matthias Bruhl	GER
4th Ian Jones	GBR
5th Edmund Tam	NZL
Women Apprentices	
1st Caroline Muelet	CAN
2nd Rosie Tribe	GBR
3rd Brenda Hoult	GBR
Masters	
1st Stephen Cockerill	GBR
2nd Joao Ramos	BRA
3rd Hanne Rankin	NZL
4th Carlos E. Wanderley	BRA
5th Ian Escritt	GBR

Women Masters	
1st Christine Bridge	AUS
2nd Agneta Jonsson	SWE
3rd Vanessa Dudley	AUS
Grand Masters	
1st Lyndall Patterson	AUS
2nd Alden Shattuck	USA
3rd Bruce Martinson	USA
4th Mark Halman	USA
5th Kevin Pearson	GBR
Women Grand Masters	
1st Lyndall Patterson	AUS
2nd Janet Kemp	AUS
Great Grand Masters	
1st Keith Wilkins	GBR
2nd Peter Seidenberg	USA
3rd Johan Tam	NED
4th Jim Quinn	NZL
5th Kerry Waraker	AUS
Women Great Grand Masters	
1st Hilary Thomas	GBR
2nd Deirdre Webster	CAN

2009 Halifax, CAN	
Entries 295	Countries 26
Standard	
Apprentices	
1st Adonis Bougiouris	GRE
2nd Brett Beyer	AUS
3rd Orlando Gledhill	GBR
4th Ray Davies	CAN
5th Stewart Casey	AUS
Masters	
1st Scott Ferguson	USA
2nd Arnoud Hummel	NED
3rd Andrew Pimental	USA
4th Mark Bear	USA
5th Jan Scholten	AUS
Grand Masters	
1st Wolfgang Gerz	GER
2nd Mark Bethwaite	AUS
3rd Alan Keen	RSA
4th Jack Schlachter	AUS
5th Bill Symes	USA

Radial	
Apprentices	
1st Richard Bott	AUS
2nd Scott Leith	NZL
3rd Grant Willmott	NZL
4th Edmund Tam	NZL
5th Matthias Bruhl	GER

Women Apprentices

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

Masters

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

Women Masters

1st	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
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2008 Terrigal, AUS

Entries 370 Countries 22

Standard**Apprentices**

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

Masters

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

Grand Masters

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

Radial**Apprentices**

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

Women Apprentices

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

Masters

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

Women Masters

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

Grand Masters

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

Women Grand Masters

1st	Gill Waiting	NZL
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Great Grand Masters

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

2007 Roses, ESP

Entries 419 Countries 33

Standard**Apprentices**

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

Masters

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

Grand Masters

1st	Mark Bethwaite	AUS
2nd	Michael Nissen	GER
3rd	Anders Sorensson	SWE
4th	Jack Schlachter	AUS
5th	William Symes	USA

Radial**Apprentices**

1st	Mark	NZL
2nd	Freek Miranda	NED
3rd	Wilmar Groenendijk	NED
4th	Matthias Bruehl	GER
5th	David Early	AUS

Women Apprentices

1st	Agneta Jonsson	SWE
2nd	Yvonne Malmsten	SWE
3rd	Christelle Marsault	FRA

Masters

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

Women Masters

1st	Lyndal Patterson	AUS
2nd	Janet Kemp	AUS
3rd	Claudine Tatibouet	FRA

Grand Masters

1st	Peter Heywood	AUS
2nd	Peter Whipp	GBR
3rd	Alden Shattuck	USA
4th	Ian Rawett	GBR
5th	Serge Raphalen	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
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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 Baltscheffsky	FIN
4th	Lyndal Patterson	AUS
5th	Gregory Kemp	AUS

Grand Masters

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

Great Grand Masters

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

Women

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

2005 Fortaleza, BRA

Entries 183 Countries 25

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	AUS

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	USA
3rd	Chris Raab	USA
4th	Aldo Cezar Guimarães	BRA
5th	Lyndal Patterson	AUS

Women Masters

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

Grand Masters

1st	Peter Heywood	AUS
2nd	Gary McCrohon	AUS
3rd	Alden Shattuck	USA
4th	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 253 Countries 30

Standard Rig**Apprentices**

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

Masters

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

Grand Masters

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

Radial**Apprentices**

1st	David Early	HKG
2nd	Aydin Yurdum	TUR
3rd	Martin Baltscheffsky	FIN
4th	Bulent Baha Akın	TUR
5th	Claudio Gallizioli	ITA

Women Apprentices

1st	Yvonne Malmsten	SWE
2nd	Goran Bonacic	CRO
3rd	Lyndal Patterson	AUS
4th	Bruce Martinson	USA
5th	Oliver Falque	FRA

Women Masters

1st	Lyndal Patterson	AUS
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Grand Masters

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

Great Grand Masters

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

2003 Cadiz, ESP

Entries 236 Countries 27

Standard**Apprentices**

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

Masters

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

Grand Masters

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

Radial**Apprentices**

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

Women Apprentices

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

Masters

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

Women Masters

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

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	Low Verdon	AUS

Great Grand Masters

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

Women

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

2001 Cork, IRL

Entries 314 Countries 25

Standard

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	Frahn 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

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

Masters

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

Grand Masters

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

Radial

Great Grand Masters

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

Radial Open

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

Radial Women

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

1999 Melbourne, AUS

Entries 237 Countries 22

Standard

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

Masters

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

Grand Masters

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

Radial

Great Grand Masters

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

Radial Open

1st	Mark Orams	NZL
2nd	Alexandre Nikolaev	RUS
3rd	Frank 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

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	Jack Schlachter	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

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	BRA
4th	Keichiro Naito	JPN
5th	Doug Peckover	USA

Masters

1st	Keith Wilkins	GBR
2nd	Hirokyo 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 Withey	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

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

Masters

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

Grand Masters

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

1990 New Bedford, USA

Entries 112 Countries 19

Apprentices

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

Masters

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

Grand Masters

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

1989 Aarhus, DEN

Entries 114 Countries 25

Apprentices

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

Masters

1st	John Rigg	AUS
2nd	Curt Blidner	SWE
3rd	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	Geoffrey Myburgh	RSA
3rd	Heinz Gebauer	CAN
4th	Peter Milnes	USA
5th	Jan Nouwen	NED

1987 Melbourne, AUS

Entries 106 Countries 22

Apprentices

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

Masters

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

Grand Masters

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

**1985 World Masters Games
Toronto, CAN**

Entries 101

Apprentices

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

Masters

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

Grand Masters

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

1984 Pattaya, THA

Entries 62 Countries 22

Apprentices

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

Masters

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

Grand Masters

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

1983 Gulfport, USA

Entries 70

Apprentices

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

Masters

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

Grand Masters

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

1982 Sardinia, ITA

Entries 82

Apprentices

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

Masters

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

Grand Masters

1st	Alan Clark	AUS
2nd	Alex McClure	AUS
3rd	Cecil Walker	GBR
4th	Bob Saltmarsh	USA
5th	William ter Weld	NED

1981 Bendor, FRA

Entries 52 Countries 11

Apprentices

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

Masters

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

Grand Masters

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

1980 Bendor, FRA

Entries 67 Countries 15

Apprentices

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

Masters

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

Grand Masters

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



ILCA 7



ILCA 6



ILCA 4