

Introduction to the ILCA dinghy

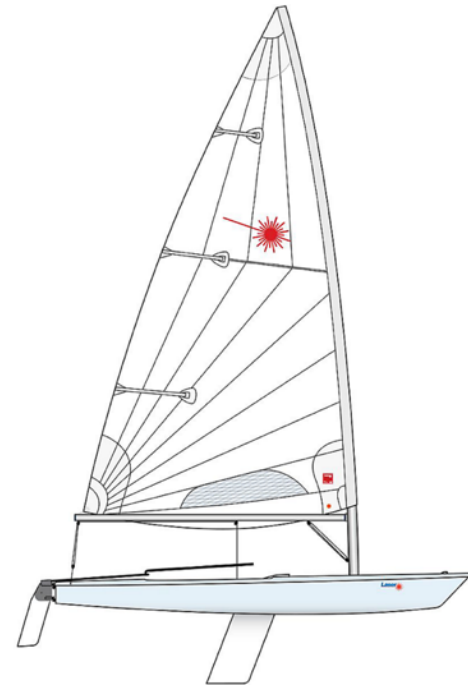
1 – Thinking of getting into class

2 – New to class

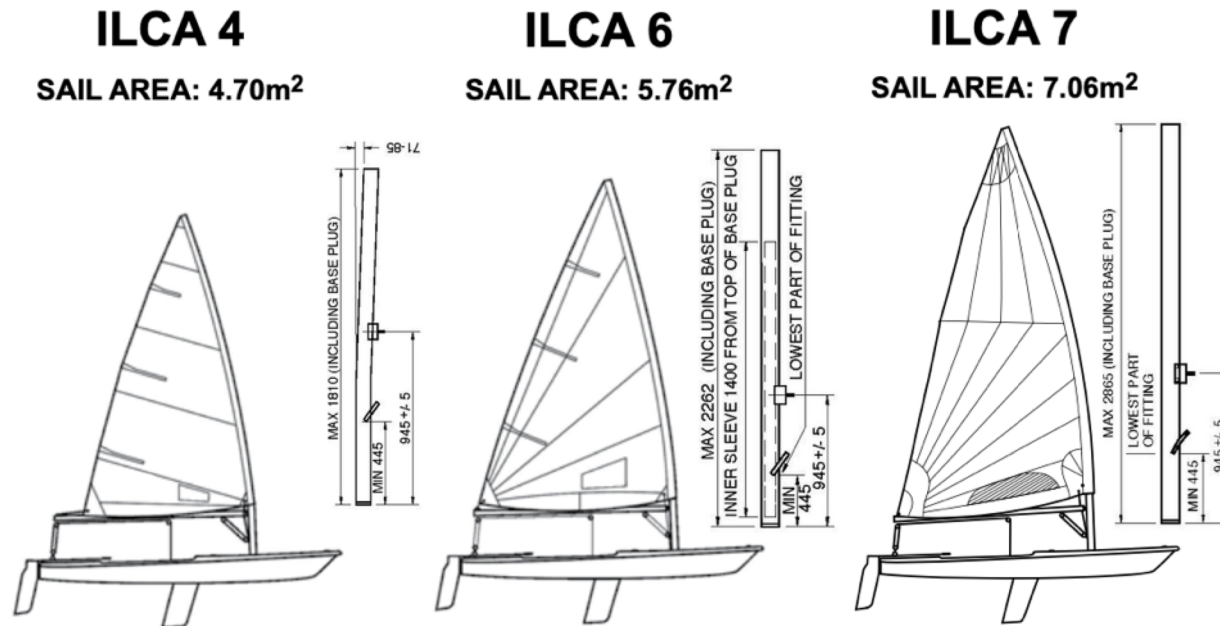
What is an ILCA dinghy?

ILCA dinghy

- Designed by Bruce Kirby in 1970 and previously called the Laser
- Over 220,000 built. Mens and womens Olympic single handed class
- Length (LOA) - 4.23m Beam – 1.37m
- Sail area
 - ILCA 7 (Standard) 7.06 m²
 - ILCA 6 (Radial) 5.76 m²
 - ILCA 4 (4.7) 4.7 m²
- Sailor weight range (approximate)
 - ILCA 7 ~75+ kg
 - ILCA 6 ~60 – 75 kg
 - ILCA 4 ~45 – 60 kg



The three rigs



Change only the bottom mast section and sail

A class for life

- National and International championships are held for all age ranges
- Youth categories

Age*	12	13	14	15	16	17	18	19	20
Birth Year**	2010	2009	2008	2007	2006	2005	2004	2003	2002
ILCA 4	UNDER 16				UNDER 18				
ILCA 6 Youth				UNDER 17		UNDER 19			
ILCA 6 Women						UNDER 21			
ILCA 7 Men						UNDER 21			

- Open – all ages
- Masters

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

High aspirations?

- Olympians (ILCA class since 2000)
 - Michael Blackburn, Tom Slingsby, Matt Wearn, Tom Burton, **Brendan Casey, Ashley Stoddart, Jake Liley, Mara Stransky**
- Some AUS Worlds podiums (top 5)
 - **Peter Conde**, Stuart Wallace, Glenn Bourke (3), **Stewart Casey**, Melanie Denison, **Alison Casey, Brendan Casey**, Sarah Blanck, Nathan Outteridge, Krystal Weir, **Christine Bridge, Madison Kennedy**, Zoe Thompson, and many more
- Some famous names (Olympic, AC, Sail GP, RTW, etc.)
 - Robert Scheidt (9 ILCA WC, 7OI - 2G, 2S, 1B), Ben Ainslie (3 ILCA WC, 6AC), Russel Coutts (5AC), Giles Scott (4 Finn WC, 2OI - 2G, 2AC), Paul Goodison (1OI – 1G, 2AC), Dean Barker (6AC) etc. etc.

Buying a boat

Buying a new boat

Links to local dealers the Qld Laser website.

- Performance Sailcraft Australia psasailing.com.au (Australian built PSA hulls)
- Sail27 sail27.com.au (Qld local dealer)
- NB Sailsports www.nbsailsports.com.au (Element 6 and PSA boats)

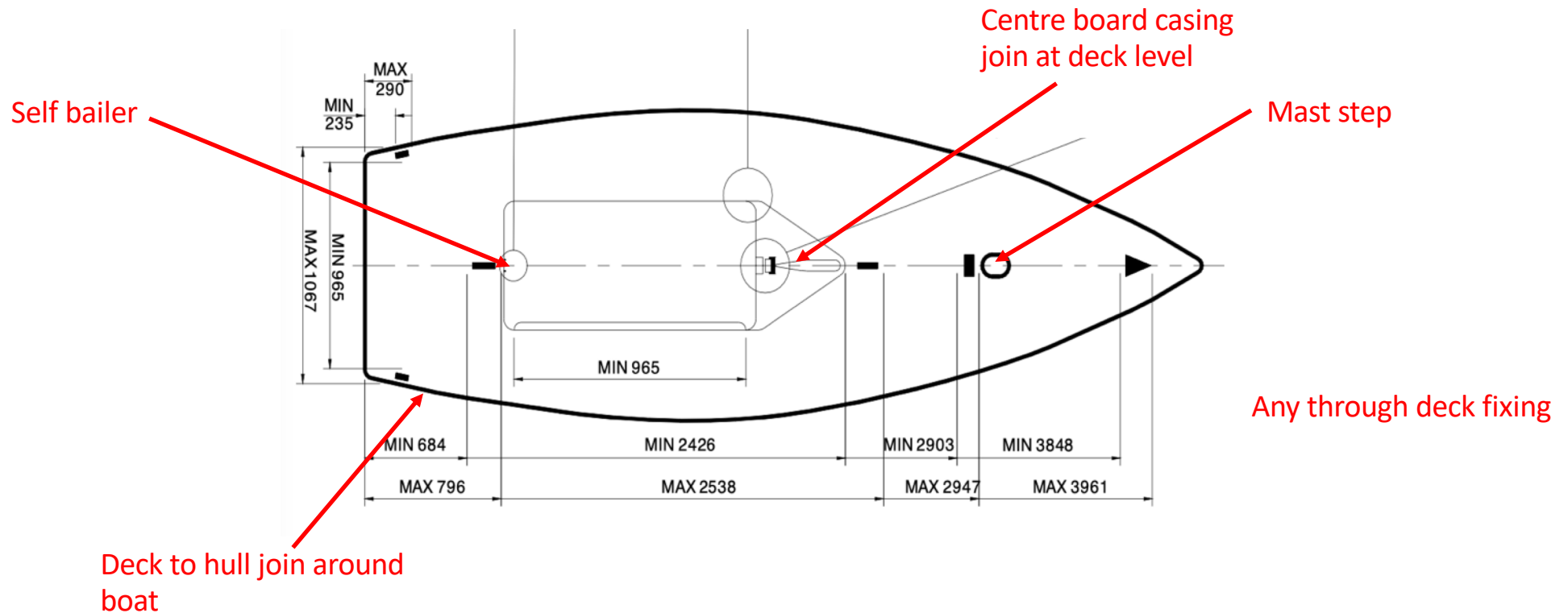
- Various options of fit out
- Hyde v North v Pryde sail options – some myths
- Mast rake – some myths and truths
- ILCA 4 bottom section angle

What to look for if buying a 2nd hand ILCA

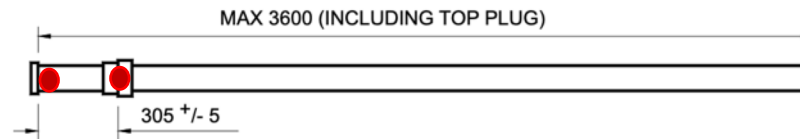
- Sail number – indicative of age. Information available on ILCA website.
- Stiffness of hull and deck. Signs of repairs.
- Crack between deck and hull, in centerboard casing or around mast step
- Indications of water in the hull?
- Spars - Corrosion on spars and fittings. Loose fittings on boom / mast.
- Cracks on spars at key stress points (deck gate level, gooseneck, vang tang, etc)
- Control line and running gear wear
- Foils – repairs, delamination, internal corrosion
- Sails – general condition, repairs, class legal or not



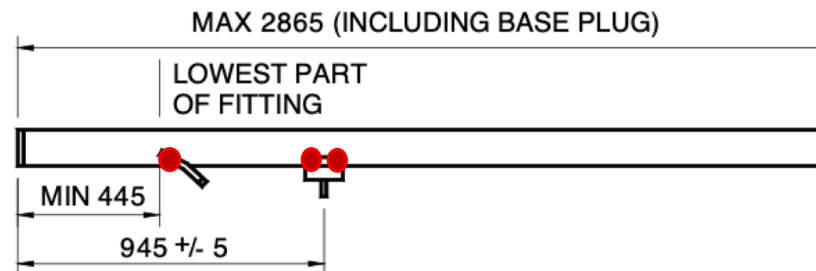
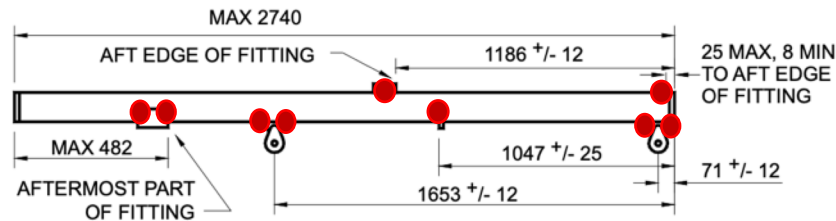
Hull locations to check



Spar corrosion points



ILCA 7, ILCA 6 & ILCA 4 BOOM



- Any rivet or stainless / alloy / carbon contact point

Prevent corrosion with Tefgel™ or Duralac™ on all fixings

316 Stainless bolts or Monel rivets

Examples



Stainless steel to aluminium alloy electrolysis

Just because it's carbon doesn't mean it won't corrode



Both alloy and carbon masts require anti-corrosion treatment on fitting attachments (eg. TefGel or DuraLac)

Class Handbook



General information about the class, class constitution, class rules, measurement information and lots more.

Available online (and free) from the class website

www.laserinternational.org

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

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

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

RECENT CHANGES:

1 January 2020

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

1 January 2019

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

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

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

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

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

Rule 21 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 DIAGRAM

The Measurement Diagrams are part of these Rules.

The spars, sails, battens, centboard, 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, centboard 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.

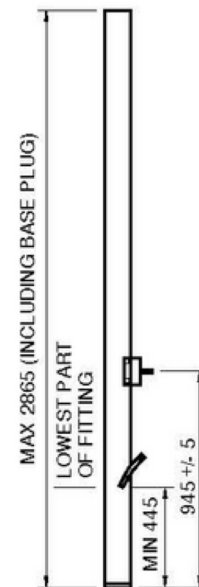
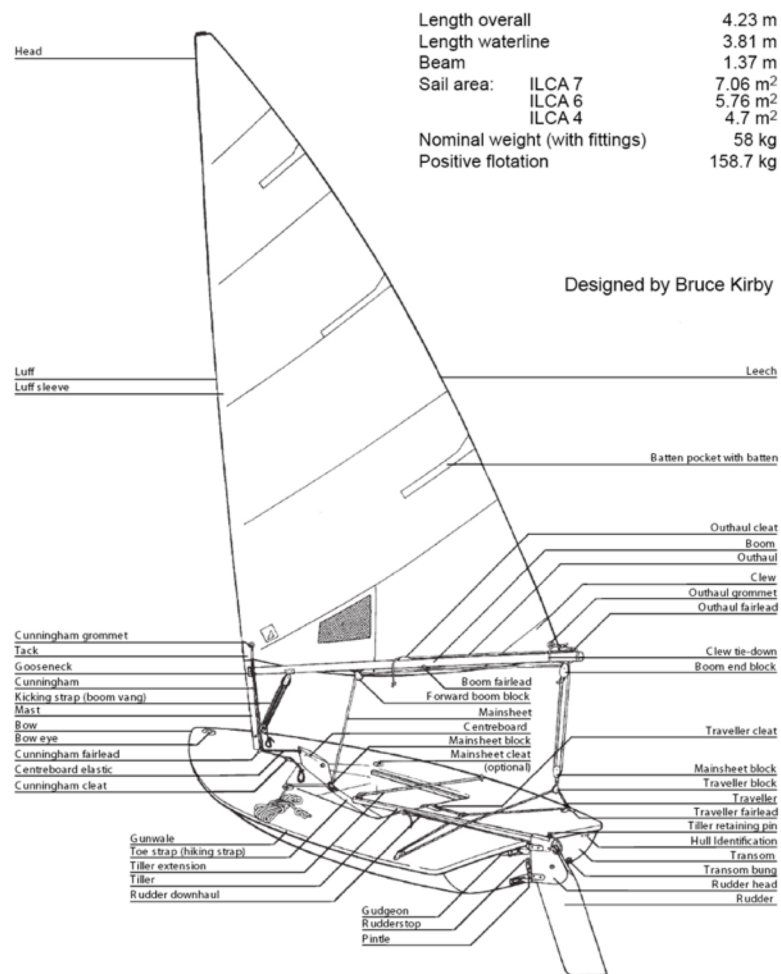
3. CONTROL SYSTEMS, CONTROL LINES AND FITTINGS

(a) Control System Definitions

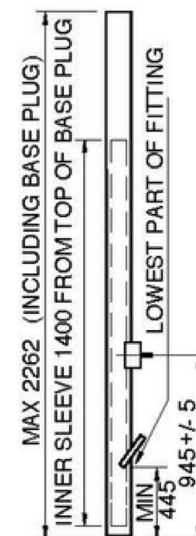
i The Cunningham, outhaul, vang, traveller and mainsheet are the Control Line Systems. The Cunningham, outhaul and vang Control Line Systems may include more than one Control Line as allowed in Rules 3(d), 3(e) and 3(f). i. Each Control Line shall be a single piece of uniform thickness and material. 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

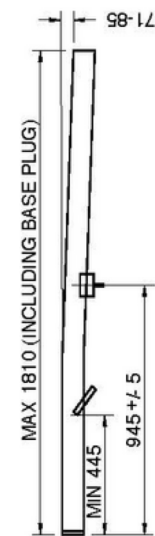
Parts of the boat



ILCA 7



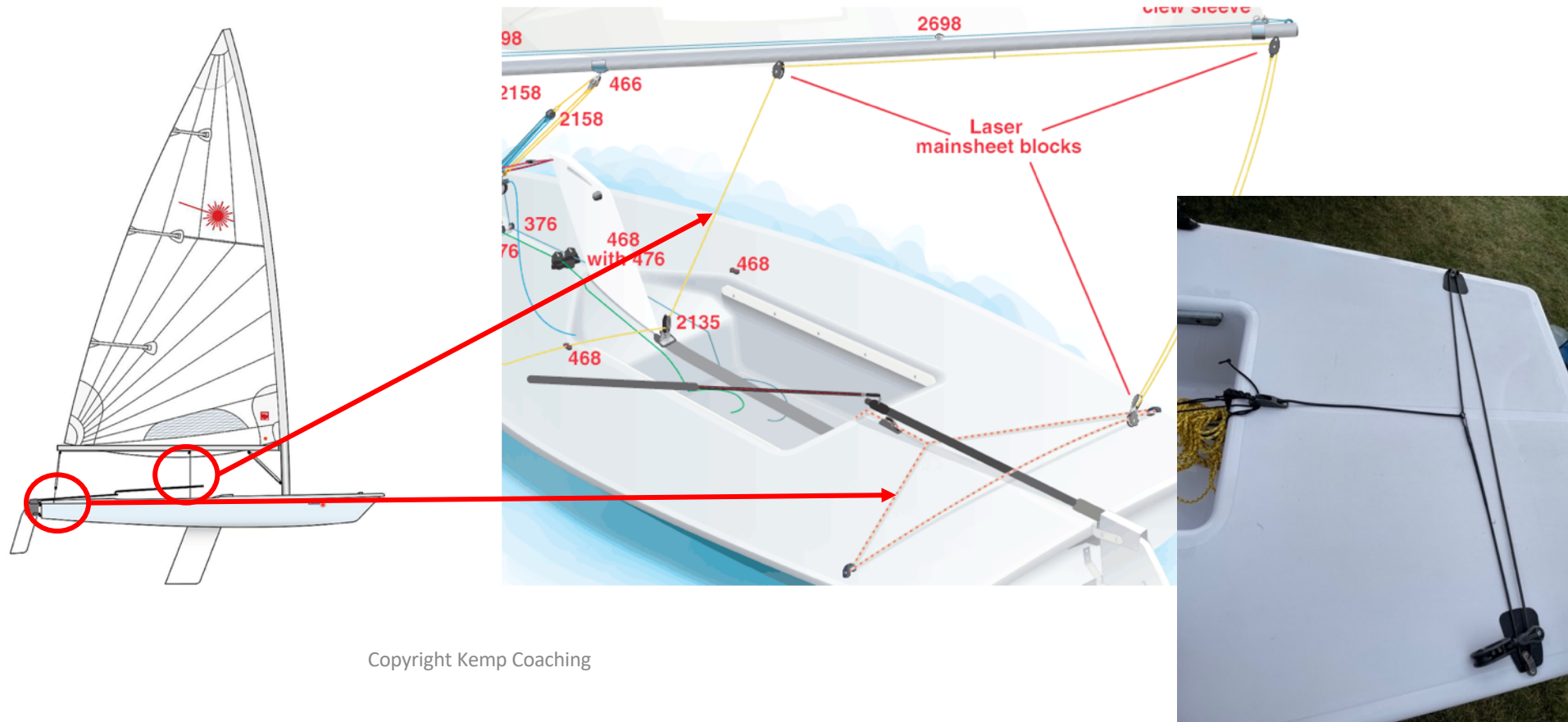
ILCA 6



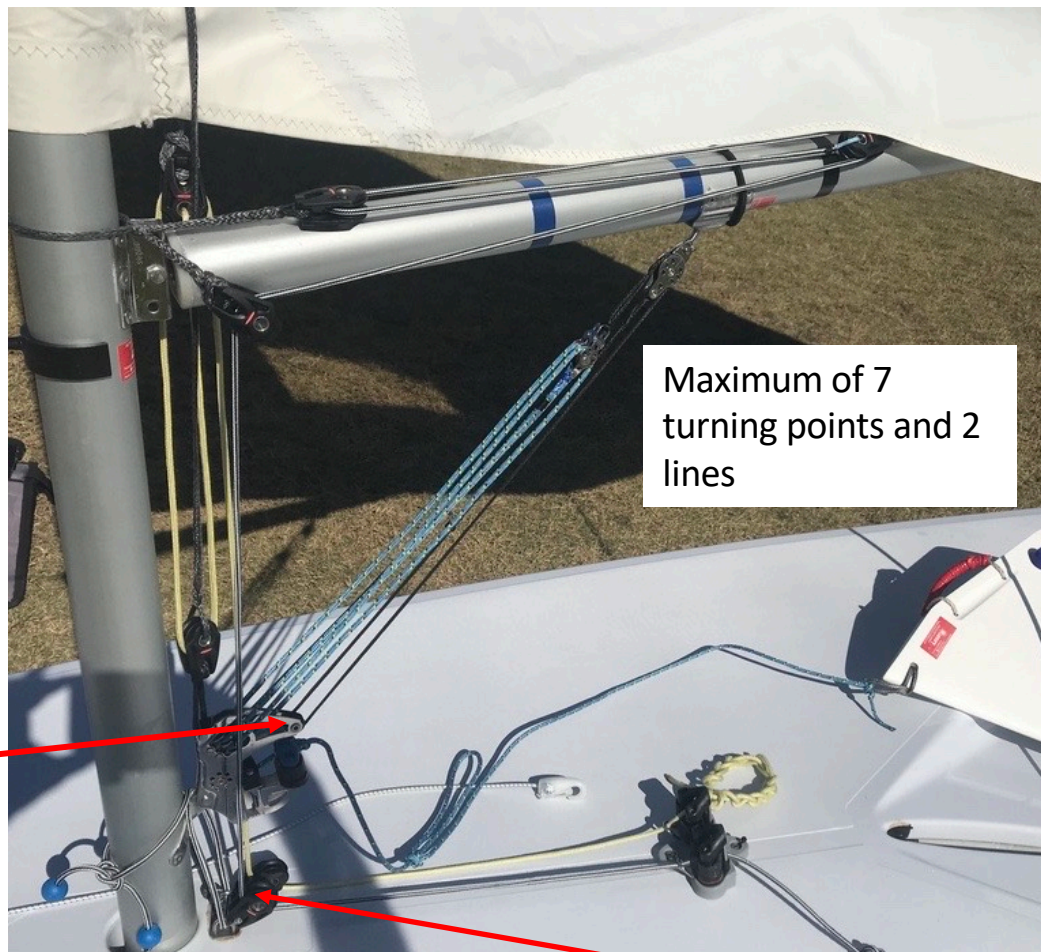
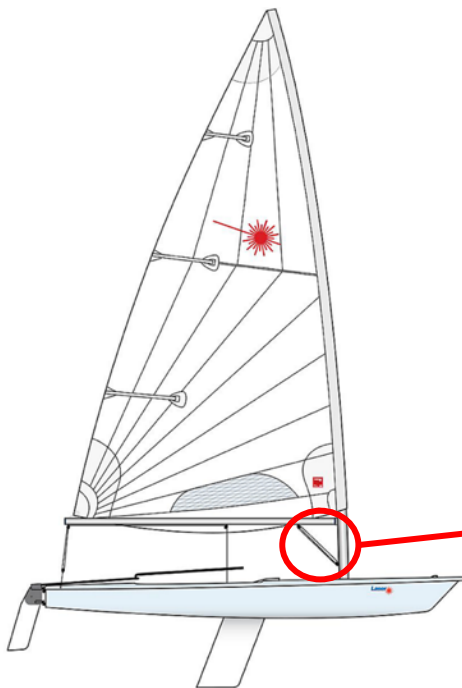
ILCA 4

Un-stayed mast
 Sleeve sail
 Two-part mast
 Quick to rig

The "Mainsheet and traveller"

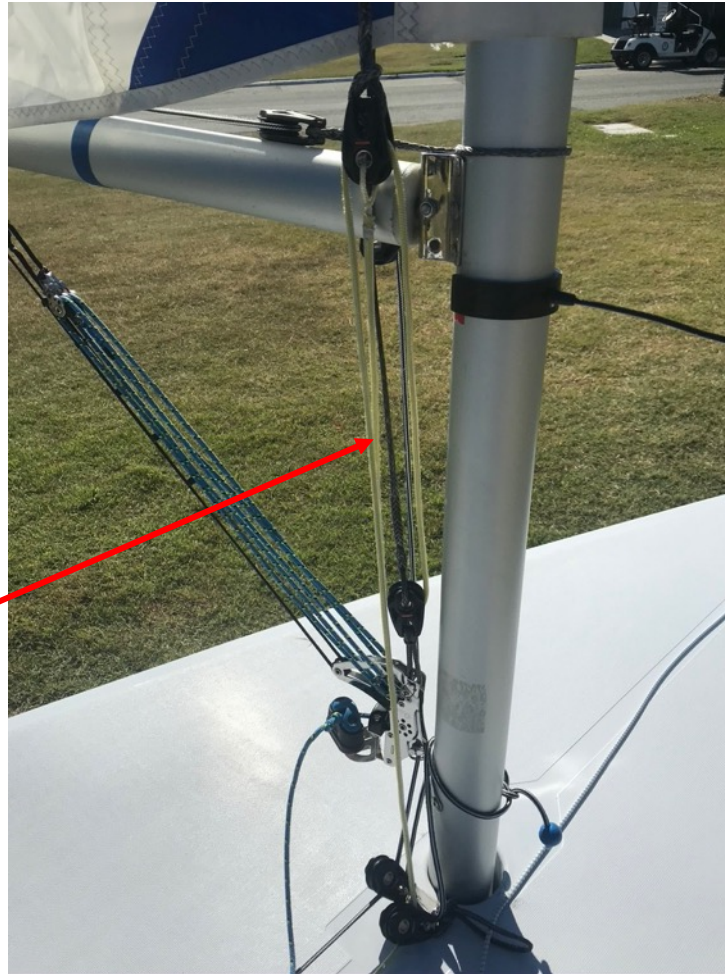
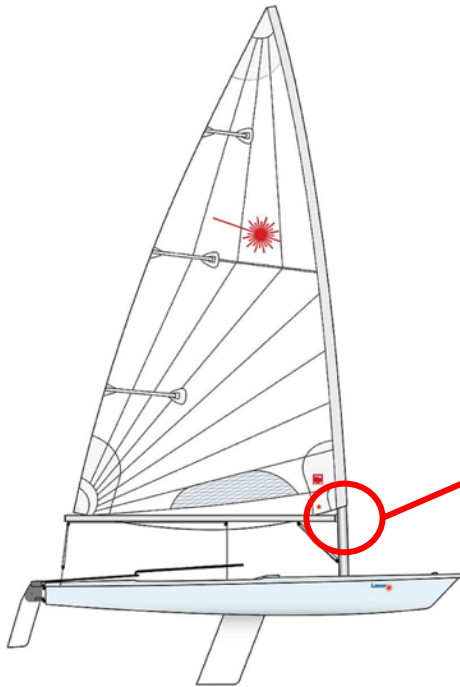


The "Vang"



Note – in any mention of turning point, the blocks attached to the builder supplied deck block fitting are not counted (Rule 3(a)v).

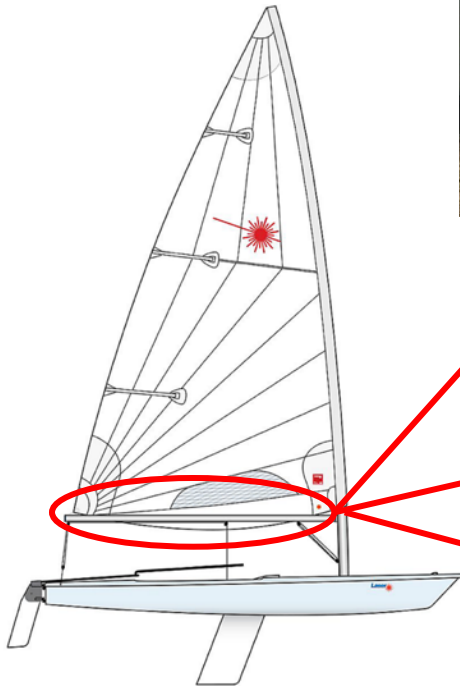
The Cunningham



Maximum of 5
turning points and 3
lines

6 to 1 and 8 to 1
common

The Outhaul



Maximum of 6
turning points and 2
lines

