The Laser Vago was designed in 20XX by Jo Richards and was adopted as a Recognised class in 20XX
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INTRODUCTION

The Laser Vago Class has been created as a strict one-design dinghy where the true test when raced is between crews and not boats and equipment. The fundamental objective of these class rules is to ensure that this concept is maintained.

Laser Vago hulls, hull appendages, tillers, rigs and sails shall only be manufactured by the licensed manufacturers. Equipment is required to comply with the Laser Vago Building Specification.

Laser Vago hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the manufacturing process.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction is intended to provide a non-binding overview. The Laser Vago Class Rules proper begin on the next page.
PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE
A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS
A.2.1 ISAF International Sailing Federation
MNA ISAF Member National Authority
LVCA Laser Vago Class Association
NCA National Laser Vago Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing
LIC Licensors - Laser and Copyright Holder
LM Licensed Manufacturers as agreed by the LIC and LVCA

A.3 AUTHORITIES
A.3.1 The international authority of the class is the ISAF which shall co-operate with the LIC and the LVCA in all matters concerning these class rules.
A.3.2 The ISAF, the LVCA, a NCA, or an MNA are under no legal responsibility in respect of these class rules.

A.4 ADMINISTRATION OF THE CLASS
A.4.1 The class is administered by the LVCA which shall co-operate with the LIC. The LVCA may delegate part or all of its administrative functions to an NCA.
A.4.2 In countries where there is no NCA, or the NCA does not wish to administrate the class, its administrative functions shall be carried out by the LVCA in co-operation with the MNA, or by the MNA in co-operation with the LVCA.

A.5 ISAF RULES
A.5.1 These class rules shall be read in conjunction with the ERS.
A.5.2 Except where used in headings, when a term is printed in “bold” the definition in the ERS applies and when a term is printed in “italics” the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS
A.6.1 At Class Events – see RRS 89.1.(d) – ISAF Regulation 26.5(f) applies. At all other events RRS 87 applies.
A.6.2 The Notice of Race and/or Sailing Instructions may only vary class rule C.3.1(b)
A.7 CLASS RULES AMENDMENTS
A.7.1 Submissions for rule changes may be made in writing by the Laser Vago World Council after consultation with the LIC.
A.7.2 Amendments to these class rules shall only be made subject to approval of ISAF in accordance with the ISAF Regulations.

A.8 CLASS RULES INTERPRETATIONS
A.8.1 Interpretations of class rules shall be made by ISAF in consultation with the LIC and LVCA in accordance with the ISAF Regulations.

A.9 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE
A.9.1 The licensed hull builder shall pay the International Class Fee.
A.9.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque to the licensed hull builder.

A.10 SAIL NUMBERS
A.10.1 Sail numbers shall be issued by the LIC.
A.10.2 Sail numbers shall be issued in consecutive order.

Comment [ID1]: Can we please have clarification as to how this will work in practice, ie time periods in which plaques will be provided to ensure there is no delay in boats being delivered to their owners.
Section B – Boat Eligibility

For a boat to be eligible for racing, it shall comply with the rules in this section.

B.1 CLASS RULES COMPLIANCE

B.1.1 The boat shall:

(a) be in compliance with the class rules.

B.1.2 In the event of a dispute alleging non-compliance with class rules where specific measurements are not stated, the following procedure shall be adopted:

a) A sample measurement of the disputed item shall be obtained by taking the identical measurement from five boats or items of equipment, which are not the subject of the dispute.

b) The measurement of the disputed boat or items of its equipment, taken using the same technique as above, shall be compared to the sample.

c) If any of the measurements obtained from the disputed boat or item of equipment lie outside the corresponding range of measurements found in the sample, the matter together with the details of the measurement methods and any other relevant information shall be referred to the Race Committee.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 Each Laser Vago shall have a builder’s hull identification mark incorporating the boat sail number fixed in the rear of the cockpit.
PART II – REQUIREMENTS AND LIMITATIONS

The crew and the boat shall comply with the rules in Part II when racing. In case of conflict Section C shall prevail.

The rules in Part II are closed class rules, where anything not specifically permitted by the class rules is prohibited. Any equipment inspection shall be carried out in accordance with the ERS except where varied by Part II of these class rules.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES
(a) RRS 50.4 shall not apply.
(b) RRS Appendix G.1.3 (d) shall not apply.
(c) RRS 42.3 is changed as follows:
   Add to RRS 42.3:
   i) A boat’s crew may pump the mainsail repeatedly to release the top batten.
(d) The ERS Part I – Use of Equipment shall apply.

C.1.2 LIMITATIONS
(a) The Laser Vago shall only be raced with hull, hull appendages, rig, sails, battens and tiller, as supplied by the LM conforming to these rules.
(b) Where specified in these class rules, parts or equipment may be replaced providing that the replacement is of a similar weight, size and type, performs the same function and is not made of carbon fibre. The replacement parts or equipment may be obtained from any supplier.
(c) No person is permitted to race a Laser Vago in any event unless the owner, or a joint owner, or a nominated representative of an organisation owning the Laser Vago is a current Full Member and one person on board is either a Full Member or Associate Member of the Class Association.

C.2 ADVERTISING

C.2.1 LIMITATIONS
Advertising shall only be displayed in accordance with the ISAF Advertising Code. (See ISAF Regulation 20)

C.3 CREW

C.3.1 LIMITATIONS
(a) The crew shall consist of a maximum of 2 persons.
(b) There shall be no crew substitution unless:
(1) The Race Committee is advised, in writing before the event registration period, of the exact dates of required crew changes.

OR:

(2) Authorised by the Race Committee before any race starts as being necessary due to wholly unavoidable circumstances.

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

(1) Each member of crew shall wear a buoyancy aid.

(2) No clothing or equipment shall be carried with the specific feature of adding weight by water absorption or holding water in pockets, compartments, containers or any other method.

C.5 EQUIPMENT

Replacement of the following items is permitted. Parts may be obtained from any supplier unless otherwise stated.

C.5.1 MANDATORY

(1) A floating towing line, minimum of 5m long and 6mm in diameter.

(2) PVC film may be attached to any part of the hull, sails or spars, provided their fixing gives no performance advantage.

(3) The carrying of loose ropes, spares, and any safety equipment is unrestricted provided their fixing does not change the structural properties of the boat and gives no performance advantage.

(4) Any system of tape, rope or clips intended only to prevent rigging screws becoming undone.

(8) Fittings or bags may be added to the deck provided their sole function is to stow equipment and/or food and/or drinks.

(9) Tell tales may be added to any part of the jib, mainsail or rig.

(10) The method of attaching sheets to the spinnaker is unrestricted provided that the sail when flown will not fly further than 10cm from the principal sheet rope.

(11) The method of attachment of any fitting to the boat is unrestricted but shall not modify the fitting’s position, the effective operation of the fitting nor the intended purpose or action of any equipment and provided their fixing gives no performance advantage.

(12) The use of flexible adhesive tape, plastic or stainless rings, Velcro, rope or shock cord, shackles and bobbles is unrestricted as long as this does not modify the effective sheeting of any sail nor the intended purpose or action of any equipment.
C.6 BOAT
C.6.1 ALTERATIONS
No performance advantage shall be obtained from any replacement, addition or repair permitted by these class rules.

(a) Replacements for any boat equipment, including but not limited to hull appendages, rig, sails, battens, tiller, spinnaker bag frame or fittings, whether original or replacements shall be only those produced by a LM except where otherwise authorised by this section.

(b) Repairs and maintenance including but not limited to painting and sanding may be carried out provided repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.

(c) Maintenance may include the replacement of fastenings with alternatives from any supplier, provided that the equipment is replaced in the original position.

C.7 HULL
C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Waxing and polishing of the hull is permitted provided the intention and effect is to polish the hull only.

(b) Repairs are permitted; however, an official measurer may verify that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair.

(c) Any work intended or with the effect of lightening the hull or improving, shape or performance beyond the original is not permitted.

C.7.2 FITTINGS

(a) USE
   (1) All inspection hatch covers shall be kept closed at all times except when accessing stored equipment.
   (2) Fittings shall be arranged as supplied by the LM.

(b) REPLACEMENTS
   Replacement of the following items is permitted. Parts may be obtained from any supplier
   (1) Blocks
   (2) Cleats
   (3) Mainsheet swivel base
   (4) Shackles, pins, bobbles
   (5) Inspection hatches

C.7.3 ADDITIONS AND ALTERATIONS TO HULL
The following additions and alterations are permitted. Parts may be obtained from any supplier:
(a) Non slip material of any kind (maximum thickness 5mm) may be added to the deck and cockpit.
(b) Packers may be fitted under cleats
(c) Calibration marks

C.8 HULL APPENDAGES
C.8.1 MODIFICATION, MAINTENANCE AND REPAIR
(a) Waxing and polishing of the hull appendages is permitted provided the intention and effect is to polish the hull appendages only.
(b) Repairs are permitted; however, an official measurer may verify that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair.
(c) The trailing edge of the hull appendages may be refinished within a distance of 75 mm from the trailing edge.

C.8.2 LIMITATIONS
(a) Only one keel and one rudder blade shall be used during an event, except when an item has been lost or damaged.

C.8.3 FITTINGS
(a) Tiller extensions may be replaced with alternatives from any supplier, providing that the replacement performs the same function.

C.9 RIG
C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR
Replacement of the following items is permitted. Parts may be obtained from any supplier:
(a) Cleats
(b) Sheave blocks

C.9.2 LIMITATIONS
(a) Only one set of spars and standing rigging shall be used except when an item has been lost or damaged beyond repair.

C.9.3 FITTINGS
The following may be added to the rig. Parts may be obtained from any supplier:
(a) A mechanical wind indication device may be fitted to the top of the mast.
(b) A cover may be fitted around the mast between the deck and the gooseneck provided its fixing gives no performance advantage.
(c) Protective padding may be fitted to the boom.

C.9.4 STANDING RIGGING
Replacement of the standing rigging is permitted. Parts shall be obtained from the LM.
(a) USE
   (1) Standing rigging shall be arranged as supplied by the LM
C.9.5 RUNNING RIGGING

Replacement of the running rigging is permitted. Parts shall be of uniform diameter and may be obtained from any supplier.

(a) USE

(1) Running rigging shall be arranged as supplied by the LM

(2) Ropes of any fibre may be used.

(b) DIMENSIONS

<table>
<thead>
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<th>minimum</th>
<th>maximum</th>
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<tbody>
<tr>
<td>Main halyard diameter</td>
<td>4 mm</td>
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<tr>
<td>Jib halyard diameter</td>
<td>3 mm</td>
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<tr>
<td>Spinnaker halyard diameter</td>
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<tr>
<td>Main sheet diameter</td>
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<tr>
<td>Jib sheet diameter</td>
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<tr>
<td>Spinnaker sheet diameter</td>
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<tr>
<td>Spinnaker tack line diameter</td>
<td>6 mm</td>
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<tr>
<td>Bowsprit outhaul diameter</td>
<td>4 mm</td>
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<tr>
<td>Main cunningham diameter</td>
<td>4 mm</td>
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</tbody>
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C.9.6 BOWSPRIT

(a) USE

(1) The bowsprit shall be fully retracted at all times other than when the spinnaker is set or in the act of being set or recovered.

(2) A retraction line of optional design may be fitted subject to the restrictions of C.5.1 (12)

(3) When retracted, the bowsprit outer point shall not extend more than 200mm forward of the hull.

(4) The nylon bowsprit retainers may be sanded

(b) DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
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<tbody>
<tr>
<td>Forward edge of deck to bowsprit outer point</td>
<td>1050 mm</td>
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</table>

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Sails shall not be altered in any way except as permitted by these class rules.

(b) Routine maintenance and repairs are permitted provided the size and shape are not altered.

(c) Logos may be inserted into spinnakers provided this process does not alter the size or shape

C.10.2 LIMITATIONS

(a) Not more than 1 mainsail, 1 jib, and 1 spinnaker shall be carried aboard.
C.10.3 MAINSAIL IDENTIFICATION
(a) The sail number shall be displayed on each side of the mainsail in accordance with the RRS Appendix G.
(b) The Class Insignia shall be the Laser Vago logo as prescribed by the LIC, and shall be displayed near the head.

Section D – Hull

D.1 HULL SPECIFICATION
D.1.1 The hull shall comply with the Building Specification in force at the time of manufacture.

D.2 HULL MANUFACTURER
D.2.1 The hull shall be built by a manufacturer licensed by the LIC to produce hulls.
D.2.2 All production moulds used for hull manufacture shall be approved by the LIC.

D.3 HULL IDENTIFICATION
D.3.1 Each hull shall carry a builder’s Hull identification plaque incorporating the boat sail number fixed in the rear of the cockpit.
D.3.2 Each hull manufactured after 2010 shall have an individually numbered ISAF Plaque fixed in the rear of the cockpit.

D.4 HULL ALTERATIONS
D.4.1 The hull shall not be altered in any way except as permitted by Section C of these class rules.

D.5 HULL FITTINGS
D.5.1 Hull fittings shall comply with the Building Specification in force at the time of manufacture except when altered, added or replaced as permitted by Section C of these class rules.

Section E – Keel and Rudder Assembly

E.1 KEEL AND RUDDER SPECIFICATIONS
E.1.1 The keel, rudder blade and rudder stock/tiller assembly shall comply with the Building Specification in force at the time of manufacture.

E.2 MANUFACTURER
E.2.1 The keel, rudder blade and rudder stock/tiller shall be made only by a manufacturer licensed by the LIC to produce these.
E.3 KEEL AND RUDDER ALTERATIONS

E.3.1 The keel, rudder blade and rudder stock/tiller shall not be altered in any way except as permitted by Section C of these class rules.

Section F – Rig

F.2 SPARS

F.2.1 Spars and their fittings shall comply with the Building Specification in force at the time of manufacture of the spar.

F.2 RIG MANUFACTURER

F.2.1 Spars and their fittings shall be made only by a manufacturer licensed by the LIC to produce spars.

F.3 RIG ALTERATIONS

F.3.1 Spars, their fittings and rigging shall not be altered in any way except as permitted by Section C of these class rules.

Section G – Sails

G.2 SAIL SPECIFICATIONS

G.1.1 The sails shall comply with the Building Specification in force at the time of manufacture of the sail.

G.2 SAIL MANUFACTURER

G.2.1 The sails shall be made only by a manufacturer licensed by the LIC to produce sails.

G.3 SAIL ALTERATIONS

G.3.1 The sails shall not be altered in any way except as permitted by Section C of these class rules.

Effective Date:   day month 2009
Published Date:  day month 2009
Previous issues:  01 May 2007

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