

Effective date: 10 August 2026
Status: Approved



Class Rules

International ILCA Class Association



The ILCA class dinghy received World Sailing Class status in 1972. Originally known as the 'Laser / Laser Radial / Laser 4.7', the class name was changed to ILCA7 / ILCA6 / ILCA4 in 2019.

sport / nature / technology



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INTRODUCTION

ILCA Class hulls, hull appendages, rigs and sails are manufacturer controlled and supplied only by ILCA and World Sailing approved manufacturers – referred to as Approved Builders in these class rules. Boats are required to comply with the ILCA Class Build Manual and subject to a World Sailing approved manufacturing control system.

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 Approved Builders builder except when such an alteration or change is specifically authorised by Section C of the Class Rules.

For simplicity, these rules pertain to the modern form of the equipment commonly used by members.

Legacy versions of equipment that were legal in previous versions of the class rules remain legal – these items are listed in the Appendices.

PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

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 prevails.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.
- A.1.3 Except in headings, a term printed in “**bold**” has the meaning given in the ERS, and a term in “*italics*” has the meaning given in the RRS.

A.2 Abbreviations

- A.2.1
 - MNA World Sailing Member National Authority
 - ILCA International Laser Class Association
 - NCA National Class Association
 - ERS Equipment Rules of Sailing
 - RRS Racing Rules of Sailing
 - WS World Sailing
 - IBM ILCA Build Manual
 - AB Approved Builder
 - AEM Approved Equipment Manufacturer
 - NOR Notice of Race
 - SI Sailing Instructions
- A.2.2 In addition, the following terms when used in this document have the specified meaning:
 - (a) The IBM is the document, registered with WS, that provides the detailed specification for manufacturing a ILCA legal **boat**.
 - (b) An AB is a manufacturer that builds the **boat** in strict adherence to the IBM and has been approved as a builder by WS and ILCA.
 - (c) An AEM operates under an agreement to supply specific parts manufactured in compliance with the IBM.

A.3 Authorities

- A.3.1 The **Class Rules Authority** is WS which co-operates with ILCA in all matters concerning these **class rules**.
- A.3.2 The **Class Authority** is ILCA.
- A.3.3 Neither WS, ILCA, an MNA, an NCA, nor an **equipment inspector**, has any legal responsibility for these **class rules**, the accuracy of measurement, or any resulting losses. No claim arising from them will be entertained.

A.4 Administration of the Class

- A.4.1 WS has delegated its administrative functions for the class to ILCA. ILCA may delegate part of those functions to NCAs, provided the NCAs comply with these **class rules**.
- A.4.2 In countries without an NCA, or where the NCA does not wish to perform an administrative function, ILCA will carry out those functions in cooperation with the NCA or the MNA

A.5 WS Rules

A.5.1 These **class rules** shall be read in conjunction with the ERS and RRS.

A.6 Class Rules Changes at Events

A.6.1 At all events, World Sailing Policy D4 and RRS 87 apply.

A.7 Class Rules Amendments

A.7.1 Amendments to these **class rules** are subject to the approval of WS in accordance with WS Regulations.

A.8 Class Rules Interpretation

A.8.1 Interpretation of these **class rules** will be made in accordance with WS Regulations.

A.9 World Sailing Building Plaque and Hull Identification

A.9.1 **Boats** with sail numbers from 148200 onwards shall have a WS plaque (or prior equivalent: ISAF or IYRU) affixed to the rear of the cockpit on the port side, and a moulded-in Hull Identification Number (HIN).

A.10 Sail Numbers

A.10.1 Sail numbers shall correspond to the hull number shown on the WS Plaque fixed to the rear of the cockpit by the AB, with the following exceptions:

- (a) Sail numbers prior to 148200 may correspond to the identification number moulded into the **hull** (either under the bow eye or in the transom) or displayed on a plate attached to the rear of the cockpit:
- (b) For supplied, chartered, or borrowed boats, the sail number may differ from the hull or WS plaque number and correspond to the number of a **boat** the **crew** owns or regularly sails. Approval shall first be obtained from the Event *Technical Committee* or, in its absence, the *Race Committee*:
- (c) When the **hull** or **sail** or both are provided by the event organisers, any number may be used with the approval of ILCA.

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

B.1.1 The **boat** shall comply with the **class rules**.

B.2 Class Association Markings

B.2.1 If required by ILCA, a valid ILCA Class Association label shall be affixed to approved equipment in a conspicuous position.

B.2.2 **Sails** shall carry a **sail** button issued by the ILCA, and an ILCA Class Association label as per rule G.2.3.

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 prevails.

The rules in Part II are **closed class rules**. **Equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 General

C.1.1 RRS CHANGES

- (a) RRS 50.1 (b) is modified as described in C.3.3(a)
- (b) RRS G1(a) is modified so that the insignia is placed only on one side of the **sail**.
- (c) RRS G1.3(a) is modified so that national letters and sail numbers are positioned as shown in the diagrams in C.10
- (d) RRS G.1.2(a) is modified as described in C10.2.(a)iii. and C.10.2.(a)iv.

C.1.2 CONFIGURATION

- (a) The **boat** may be raced with one of three **rig** types: ILCA 7, ILCA 6 or ILCA 4.
- (b) In a series of races, the **rig** type shall not be changed. A "series" means two or more individual races that count towards an overall points total.
- (c) For District or National Championships, the NOR or SI may permit a change of **rig** type during the series.

C.2 Crew

C.2.1 LIMITATIONS

- (a) The **crew** consists of one or two persons. This rule may be amended by the NOR or SI.
- (b) When two persons race a **boat**, they shall race together throughout the entire race or series.
- (c) The body of the **crew** shall not be positioned forward of the **mast** when *racing*.

C.2.2 MEMBERSHIP

- (a) Each person of the **crew** shall be a current member of ILCA.

C.3 Personal Equipment

C.3.1 MANDATORY

- (a) When afloat, the **crew** shall wear a **personal flotation device** meeting at least ISO 12402-5 (50N), or USCG Type III, or AS 4758 Level 50, or an equivalent standard, except briefly while changing or adjusting clothing or **personal equipment**.
- (b) Inflatable **personal flotation devices** are not permitted.

C.3.2 OPTIONAL

- (a) Compass(es), timing device(s), or a combination of both, may be worn by the **crew**, if it complies with the specifications in C.5.2.(a).
- (b) One camera

- (c) A heart rate monitor with no capability to display, deliver, transmit, receive, calculate, correlate, or store information about wind speed, wind direction, **boat** speed, or **boat** position.

C.3.3 TOTAL WEIGHT

- (a) Total maximum weight of **personal equipment** is:

Rig Type	maximum
ILCA 7	9 kg
ILCA 6	9 kg
ILCA 4	8 kg

- (b) The **crew** shall not wear or carry non-floating clothing or equipment whose total weight exceeds 500g [included in the limit set by C.3.3.(a)], except for protective sailing clothing.
- (c) For the purpose of weighing clothing and equipment, RRS Appendix H applies.

C.4 Advertising

C.4.1 LIMITATIONS

Advertising may be displayed only in accordance with the World Sailing Advertising Code. Advertising shall not be placed on the **sail window ply**.

C.5 Portable Equipment

C.5.1 MANDATORY

- (a) Safety equipment or positioning devices required by the NOR or SI.

C.5.2 OPTIONAL

- (a) Compass(es), timing device(s), or a combination of both, with no capability to display, deliver, transmit, receive, calculate, correlate, or store information about wind speed, wind direction, **boat** speed, or **boat** position. If the compass is electronic, it shall use only magnetic input.
- (b) Cockpit or deck mounted devices shall not be fitted to inspection ports and shall not pierce the **hull** cavity with anything other than fasteners.
- (c) Clips, ties or bags to store consumables and **personal equipment** may be used on the deck, in the cockpit, or around the **mast** or **boom**.
- (d) One camera whose mounting shall not pierce the **hull** cavity with anything other than fasteners.
- (e) Wind indicator such that the **sail** is not cut, and the buoyancy of the **hull** and **mast** is not impaired.
- (f) Any other equipment required by the NOR or SI.

C.6 Boat

C.6.1 MAINTENANCE AND REPAIR

- (a) **Repair** and **maintenance** of the **sail**, **hull**, deck, **daggerboard**, **rudder**, **mast**, **boom** or any fittings and fixings may be carried out without violating these **class rules**.

- (b) Replacement **fittings** and fasteners shall be of the same type as the original or as permitted by these **class rules** and shall be placed in a position conforming to the measurement diagrams.
- (c) Flexible adhesive tape, line, or heat-shrink tubing may be used to secure shackle pins and clips and to bind sheets, control lines, and **rigging**. These materials shall not be used to construct new fittings or modify the function of existing **fittings**
- (d) Lubricants may be used without restriction except on the hull – see C.7.2(a).
- (e) Reference points (marks) may be placed on the deck, **spars** and lines.

C.6.2 FITTINGS

(a) DEFINITIONS

- i. "Standard Fittings" are the current builder-supplied **fittings**
- ii. "Legacy Fittings" are **fittings** which were class legal under previous versions of the **class rules** and remain legal – see Appendix Section H.
- iii. A "single block" means a block with one sheave; a "double block" means a block with two sheaves.
- iv. A line used solely to attach items together is a "Tie Line".

(b) MAINTENANCE AND REPAIR

Fairleads and clam cleats may be replaced in the same position with an identically sized and shaped **fitting**, except that clam cleats may include a through-hole attachment point.



(c) USE

When a block or shock cord is attached to a **fitting**, line, **mast**, **boom**, or **sail**, it may be attached with or without a shackle, clips, balls, hooks, bolt, pin, and/or tie line.

(d) USE OF LEGACY FITTINGS

- i. A Legacy Fitting that was in use on a **boat** at the effective date of these **class rules** may remain in use on that **boat**.
- ii. A Legacy Fitting shall not be newly installed on a **boat** on which it is not currently in use.
- iii. A Legacy Fitting may be replaced only with an identical Legacy Fitting or with the equivalent Standard Fitting. Once replaced with a Standard Fitting, a Legacy Fitting shall not be reinstalled.
- iv. A Standard Fitting shall not be replaced with a Legacy Fitting.

C.7 Hull

C.7.1 LIMITATIONS

- (a) Only one **hull** shall be used during an event. If the **hull** is lost or damaged beyond **repair**, a replacement **hull** may be used only with the approval of the *Technical Committee* or, in its absence, the *Race Committee*.
- (b) **Fairing** of the **hull**, **hull appendages**, **sails** or any other equipment is prohibited, except as specifically permitted in these **class rules**.

C.7.2 MAINTENANCE AND REPAIR

- (a) **Polishing, sanding** and refinishing of the **hull** (any **hull** surface) with the intention or effect of lightening the **hull** or improving its performance, finish, characteristics, materials or shape beyond the original is not permitted. Removal of original imperfections and unfairness is not permitted.
- (b) Any flotation equipment (foam blocks or cubitainer inserts) that is defective shall be replaced with fully air-filled, builder-supplied cubitainer inserts of equal volume to the defective equipment.
- (c) One layer of any material, with a maximum thickness of 2mm and a maximum size of 30mm × 30mm, may be applied at the leading edge of the **daggerboard** case deck flange. Vertical cuts may be made to allow the material to conform to the shape of the **daggerboard** case and the material may overlap onto the deck surface for better fixation.
- (d) A disc of uniform thickness not exceeding 1mm may be placed at the bottom of the **mast** step to prevent abrasion. The disc shall not be permanently attached to allow inspection.
- (e) A retaining line may be attached to the transom drain bung and the gudgeon.
- (f) The bailer may be sealed with tape, filler, or glue along its edge where it meets the **hull** and at the screw hole. Filling the screw hole to the level with the flat surface of the bailer is permitted. **Fairing** the flat surface of the bailer to match 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. Builder-supplied O-rings may be replaced with non-builder-supplied alternatives if the basic function of the bailer is unchanged.
- (g) Inspection ports with an internal diameter not exceeding 153mm may be installed on the deck or in the cockpit to provide access to the **hull** cavity. Each inspection port shall

be fitted with watertight threaded covers (bayonet-mounted parts are not considered threaded). Storage receptacles are permitted under hatch covers.

- (h) Anti-abrasion material may be installed at the traveller fairleads to prevent wear of the deck.



C.7.3 FITTINGS

- (a) Deck **Fittings** (Deck Block **Fitting** and Deck Cleat Base):

- i. The deck block **fitting** may have one or two single blocks attached. The deck blocks may be supported by a spring, ball, plastic tube or tape.
- ii. The deck cleat base is for attaching two cam cleats (cunningham and **outhaul**) with fixing hole centres of 27mm. The two cam cleats may include a bridge and a fairlead with or without rollers on the aft exit.



- iii. The legacy cunningham fairlead (See H.1) may be replaced in the same position with the deck block fitting C.7.3(a)(i). Blocks shall not be attached to the legacy cunningham fairlead. Either the legacy cunningham fairlead alone, or the deck block fitting with block(s) attached may be used to lead the cunningham and/or **outhaul** control lines to the deck cleat(s).

- (b) Hiking Strap

- i. The hiking strap may be replaced with any type of non-stretch material, and it may be padded.
- ii. The hiking strap may be fixed to the cockpit at the forward end by clamping the strap under the mainsheet block plastic pressure plate or by using both the **daggerboard** friction attachment plate and the mainsheet block plastic pressure plate.
- iii. The line supporting the aft end of the hiking strap from 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. It may include one cleat and/or one ring, thimble or shackle. A sheaveless block, such as the "shock block" or equivalent, is considered a ring.



- iv. 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.

(c) Traveller

- i. A spring, ball or tape may be used between the legacy traveller blocks

C.8 Hull Appendages

C.8.1 LIMITATIONS

Only one **daggerboard** and one **rudder head** and **blade** shall be used throughout an event. If either is lost or damaged beyond **repair**, a replacement may be used only with the approval of the *Technical Committee* or, in its absence, the *Race Committee*

C.8.2 DAGGERBOARD

C.8.2.1 USE

(a) Retaining Line

- i. A **daggerboard** retaining line is mandatory. A tie line and/or shock cord shall be attached between the small hole in the upper forward corner of the **daggerboard** and any of the following: the bow eye, the cunningham fairlead, the deck block **fitting**, or the **mast**, to prevent loss of the **daggerboard** in the event of a capsize.
- ii. The tie line or shock cord may be looped around the bow but shall not be attached to the gunwale. When attached to the bow eye, the shock cord may also pass through the deck block **fitting** or the cunningham fairlead.
- iii. Attachment may be by knots or loops in the shock cord, and/or tie lines, shackles, clips, hooks, or eyes.

(b) Rope Handle

A rope handle is permitted, passing through no more than two holes of maximum diameter 12.5mm, above a line drawn from the bottom of the **daggerboard** stopper parallel to the top of the **daggerboard**. A plastic or rubber tube and/or tape is permitted on the **daggerboard** handle.

C.8.3 RUDDER

C.8.3.1 USE

- (a) The **rudder** shall be kept in the full-down position when *racing*, except in water less than 1.5 m deep or as otherwise specified in the SI.
- (b) The maximum **rudder** angle between the leading edge of the blade and the bottom edge of the **rudder head** is 78°.
- (c) The **rudder** downhaul line may have multiple purchases.

C.8.4 TILLER & EXTENSION

C.8.4.1 USE

- (a) The tiller and tiller extension are unrestricted except that the tiller:
 - i. shall be removable 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) A tiller retaining pin is optional.

C.8.5 MAINTENANCE AND REPAIR

- (a) **Polishing, sanding**, refinishing and other surface treatments of the **daggerboard** and **rudder** blade are permitted only for the purpose of routine **maintenance** and **cleaning**. Surface treatment shall not have the intention or effect of altering the original builder-supplied shape, dimensions, thickness, profile or surface texture, nor of improving the performance of the appendage. Removal of original surface imperfections is not permitted.
- (b) The components of the builder-supplied **daggerboard** stopper may be secured together by glue, screws, bolts, nuts, tape or washers, provided the original shape and dimensions are not reduced.
- (c) The **rudder** blade and **rudder** head holes may be enlarged 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 fit within a 20mm diameter circle.
- (d) To achieve the maximum 78° rudder angle relative to the bottom edge of the **rudder** head, the leading edge of the blade may be trimmed where it touches the spacing pin.
- (e) To restrict the **rudder** angle to a maximum of 78° relative to the bottom edge of the **rudder** head, the lower forward spacing pin may be wrapped 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) 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**.
- (h) Padding of uniform thickness may be used in the gap between the **rudder** blade and **rudder** head. The padding shall completely cover the part of the **rudder** blade that contacts the **rudder** head. The combined thickness of the **rudder** blade and padding shall not exceed 20.4mm.
- (i) The tiller may be fitted with an "anti-wear" strip or tube no more than 200mm long placed above the level of the straight edge required by C.8.4.1(a)(iii) and only where the traveller crosses the tiller.

C.9 Rig

C.9.1 LIMITATIONS

- (a) Only one set of **spars** shall be used during an event. If a **spar** is lost or damaged beyond **repair**, a replacement may be used only with the approval of the *Technical Committee* or, in its absence, the *Race Committee*.

C.9.2 MAST

C.9.2.1 USE

- (a) Reference points (marks) may be placed on the **spars**.
- (b) A **mast** retention line is mandatory to secure the **rig** in the event of a capsize. A loose retention line or shock cord — one that allows at least 180° of **mast** rotation — shall be

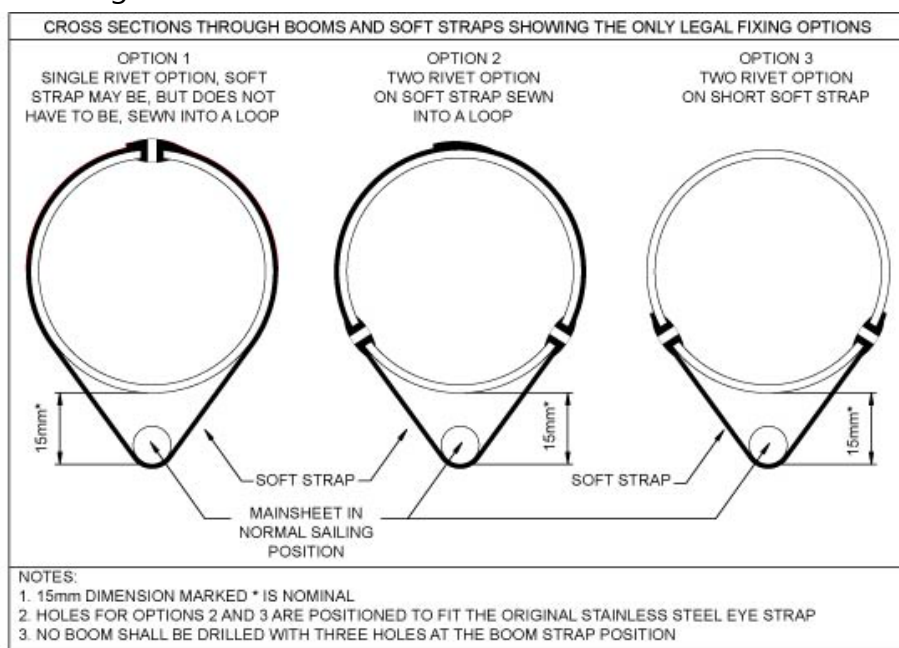
attached between the cunningham fairlead or deck block fitting and the **mast vang** tang or gooseneck. Clips, hooks, shackles, and balls may be used to make the attachment

- (c) Tape or bushing material may be applied to the plastic end cap, the upper **mast** collar, and the upper **mast** to ensure a snug fit. This material may only be applied to the portion of the plastic parts that slides into the lower section, and/or between the upper **mast** and the collar. It shall be of uniform thickness around the circumference.
- (d) Flexible adhesive tape may be applied to the outside of the joint of the upper and lower **mast** sections extending no more than 40mm above and below the joint to prevent rotation of the **mast** sections at the joint.

C.9.3 BOOM

C.9.3.1 USE

- (a) Reference points (marks) may be placed on the spars.
- (b) The **boom outhaul** cleat shall not be removed.
- (c) 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.9.4 MAINTENACE AND REPAIR

- (a) Aluminium **mast spars** may be reversed if the **fittings** are replaced in accordance with the Measurement Diagrams (see F.6). Any holes in the **mast** top section shall be permanently sealed with a rivet or similar to maintain the buoyancy of the **mast**.
- (b) To prevent abrasion of the **mast** step, tubes or collars of uniform thickness not exceeding 1mm 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.
- (c) The **mast** or **mast** cavity may be **lubricated**.

C.9.5 RUNNING RIGGING

C.9.5.1 CONTROL LINES

(a) USE

- i. 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 F.5.3(a)(i)(1).
- iii. Control lines shall be of uniform thickness but may vary in thickness at a splice at the load-bearing attachment point.
- iv. Blocks used in cunningham, **vang** or **outhaul** control systems, shall have sheaves of diameter no less than 15mm and no more than 30mm.
- v. Only single or double blocks shall be used. Blocks may include a becket, a swivel and/or a shackle.
- vi. The free ends of different control lines (except mainsheet) may be tied together and/or tied to any deck **fitting** or the **daggerboard**, the **daggerboard** handle or a rope loop used to attach a retaining line. Free ends of control lines shall not be tied to shock cord (except for the mainsheet).
- vii. Rope loop handles covered with plastic or **rubber** tube and/or tape may be included anywhere on the free end of a control line.
- viii. Thimbles not exceeding 40mm in length are allowed to reinforce rope loops used as "Turning Points" in the cunningham, **vang** and **outhaul** control line systems.

C.10 Sails

C.10.1 LIMITATIONS

- (a) Only one **sail** shall be used during an event. If the **sail** is lost or damaged beyond **repair**, a replacement may be used only with the approval of the Event *Technical Committee* or, in its absence, the *Race Committee*.
- (b) In a series of races, a **sail** shall not be changed unless written permission is obtained from the Event *Technical Committee* or, in its absence, the *Race Committee*. Written permission may be given only if the **sail** is damaged beyond **repair**, or damaged to a degree that it cannot be **repaired** before the start of the next race in the series. If a change is permitted, the damaged **sail** shall not be used again in that series, even if subsequently **repaired**.
- (c) When a **sail** is damaged during a series and C.10.1(b) applies, the sail number may differ from A.10.1 only if written permission for a sail number change is given by the Event *Technical Committee* or, in its absence, the *Race Committee*.

C.10.2 IDENTIFICATIONS

(a) NATIONAL LETTERS AND SAIL NUMBERS

- i. National letters and sail numbers shall comply with the RRS except where these **class rules** prescribe otherwise.
- ii. Only adhesive sail numbers and national letters may be used. Marking numbers or national letters on the **sail** with permanent ink pens or similar means is prohibited.

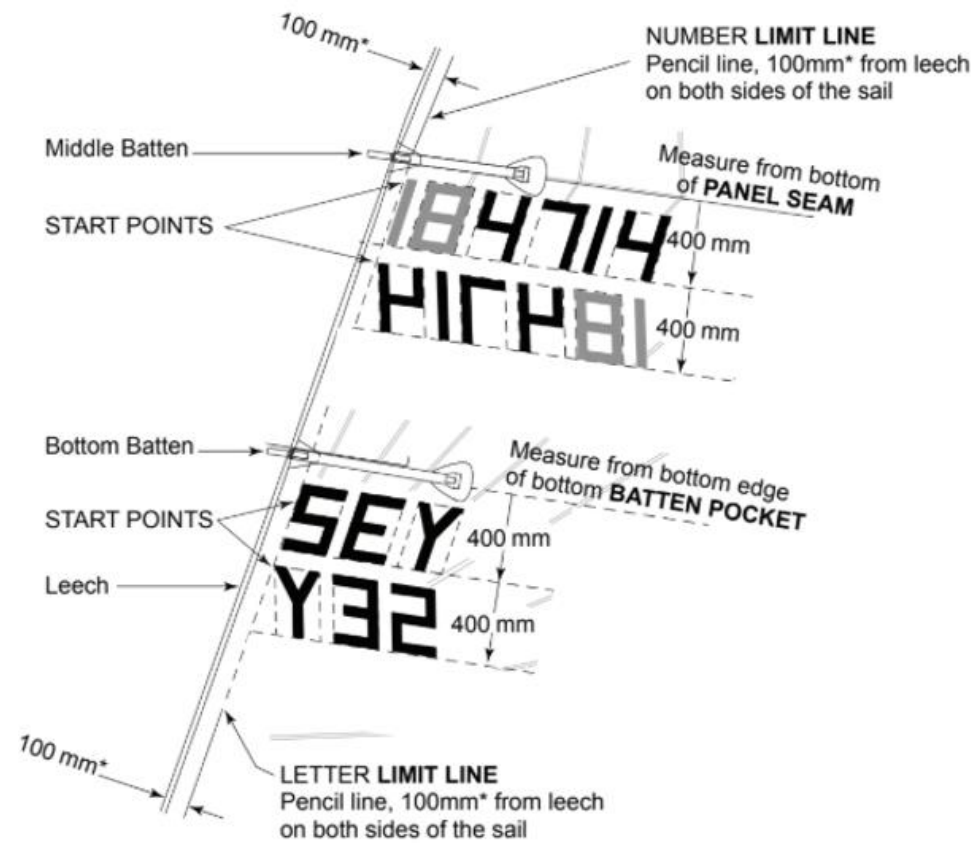
- iii. The last four digits of the sail number shall be in one dark, distinctive colour; any preceding digits shall be in a contrasting colour (red is recommended). This modifies RRS G1.2(a).
- iv. National Letters are required at all World Championships, Regional (continental) Championships and events described as International Events in the NOR. National letters shall all be the same colour, which may be one of the colours of the sail number digits, or another distinctive colour. This modifies RRS G1.2(a).
- v. The size, spacing and positioning of sail numbers and letters are as follows:

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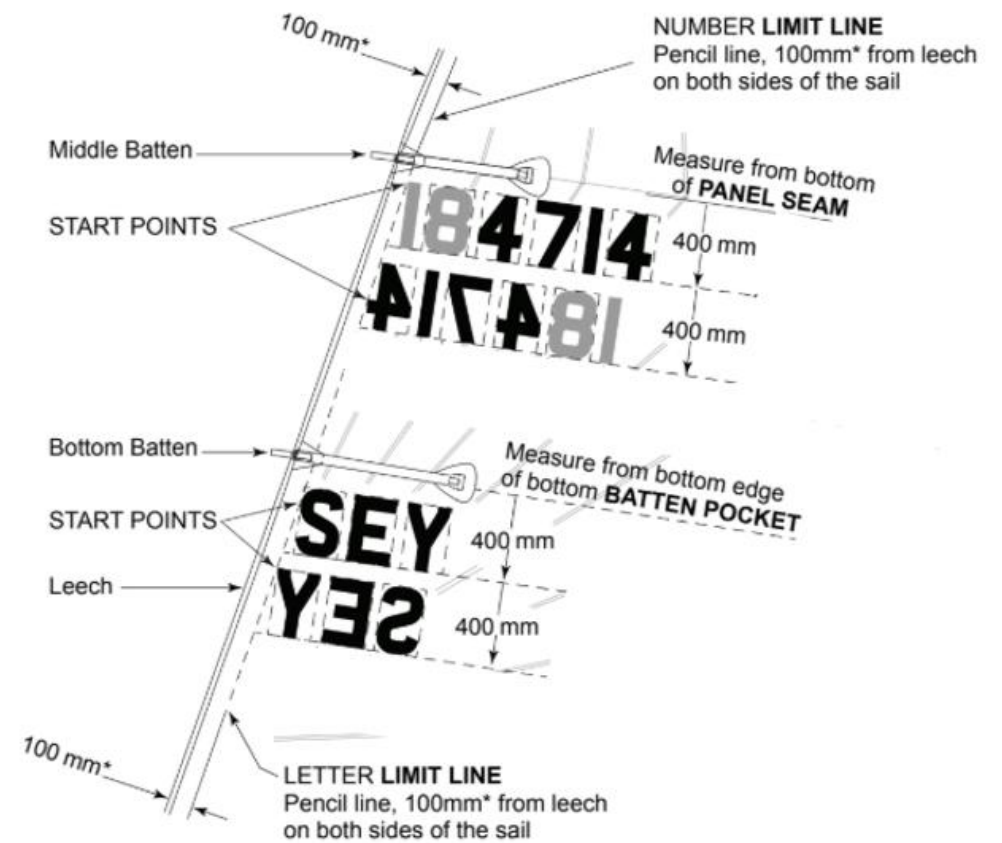
- Height 300mm minimum
- Width 200mm minimum (excluding the digit 1)
- Thickness 45mm minimum
- Minimum spacing between adjacent numbers or letters 50mm minimum; this spacing shall be consistent within ± 3 mm.
- The starboard side sail numbers shall start at 100 mm (± 12 mm) from the **leech**, with the bottom of the numbers placed on a line parallel to and 400mm (± 12 mm) below the bottom of the **seam** at the middle **batten pocket**.
- The port side sail numbers shall end at 100mm (± 12 mm) from the **leech**, with the bottom of the numbers placed on a line parallel to and 400mm (± 12 mm) below the bottom of the numbers on the starboard side of the **sail**.
- If required, the national letters on the starboard side of the **sail** shall start at 100mm (± 12 mm) from the **leech**. For the MKI sail, the bottom of the letters shall be placed on the top edge of the **seam** below the bottom **batten pocket** (± 12 mm). For the MKII, the bottom of the letters shall be placed on a line parallel to and 400mm (± 12 mm) below the bottom edge of the bottom batten.
- National letters on the port side shall end at 100mm (± 12 mm) from the **leech**, with the bottom of the letters placed on a line parallel to and 400mm (± 12 mm) below the letters on the starboard side of the **sail**.

ILCA 7 MKII

ANGLED NUMBERS AND LETTERS

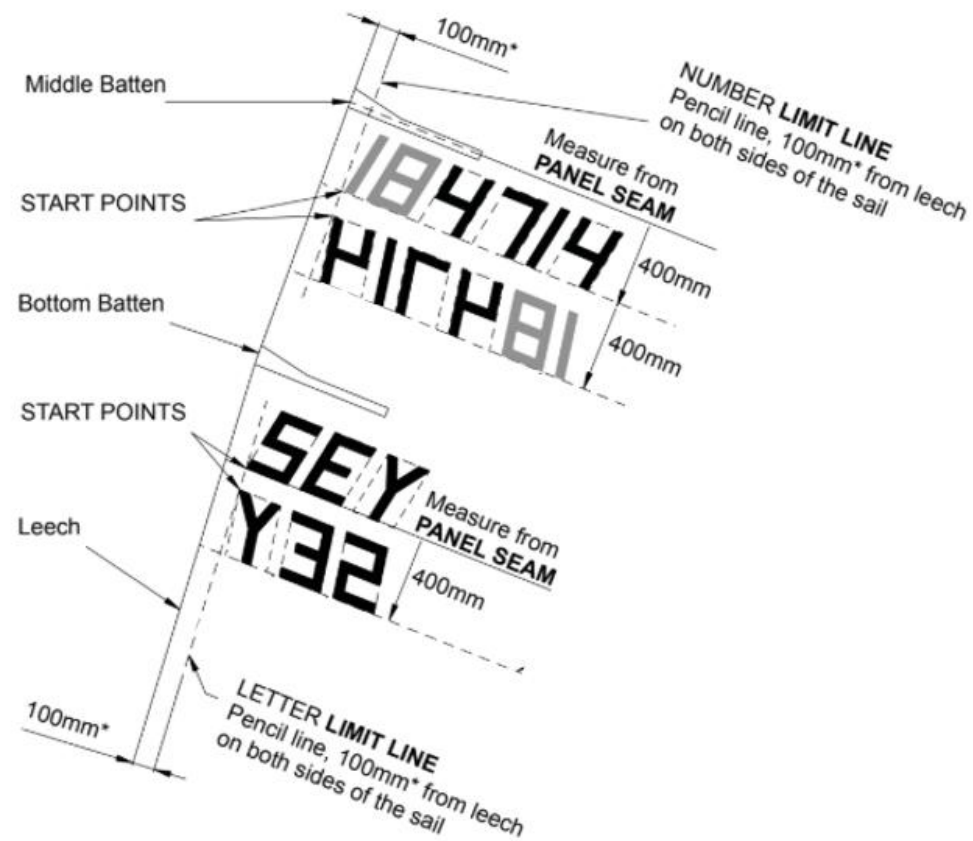


UPRIGHT NUMBERS AND LETTERS

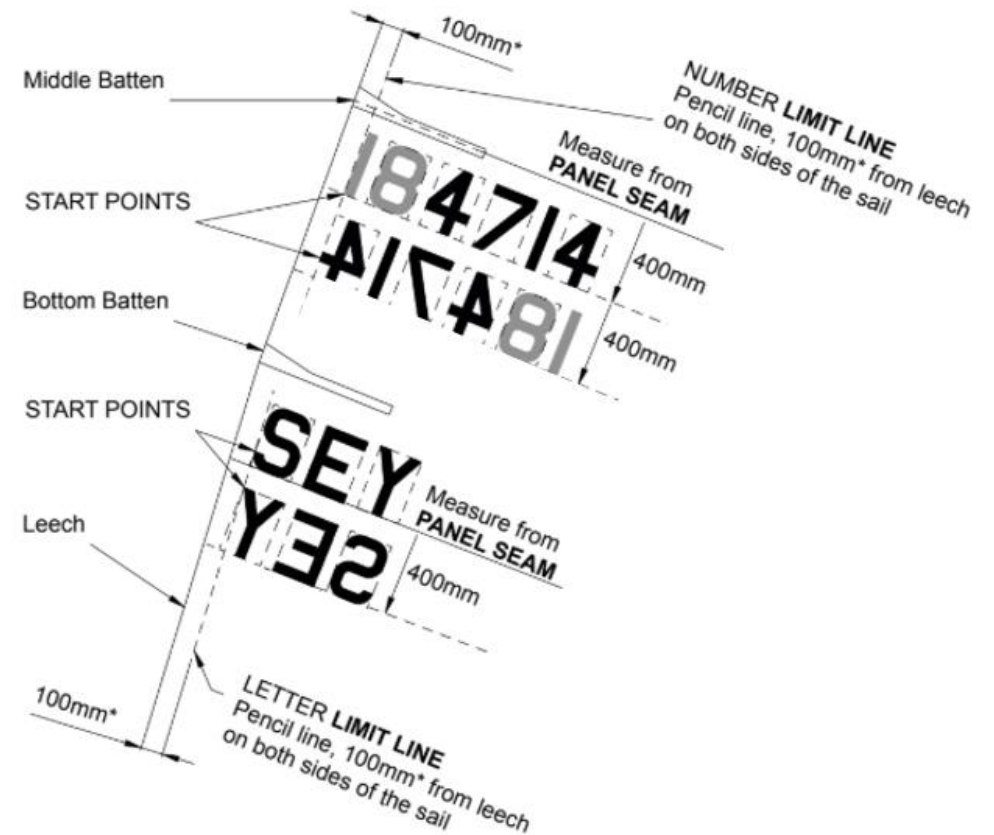


ILCA 7 MKI

ANGLED NUMBERS AND LETTERS



UPRIGHT NUMBERS AND LETTERS

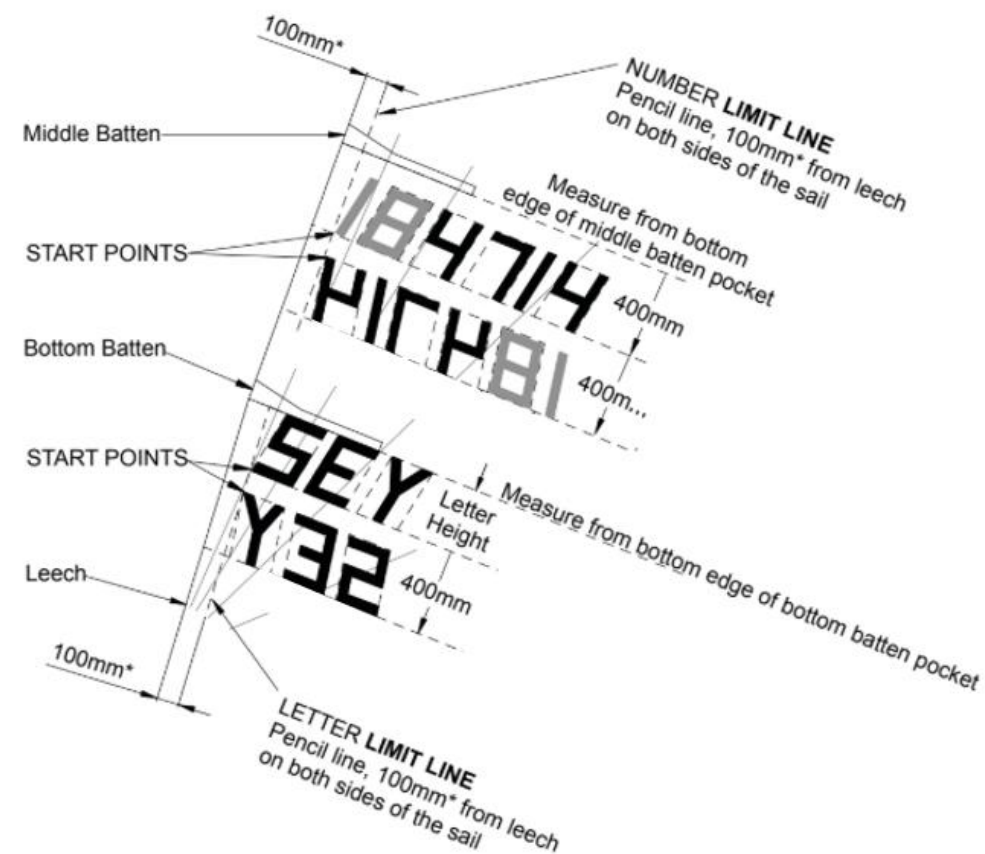


ILCA6

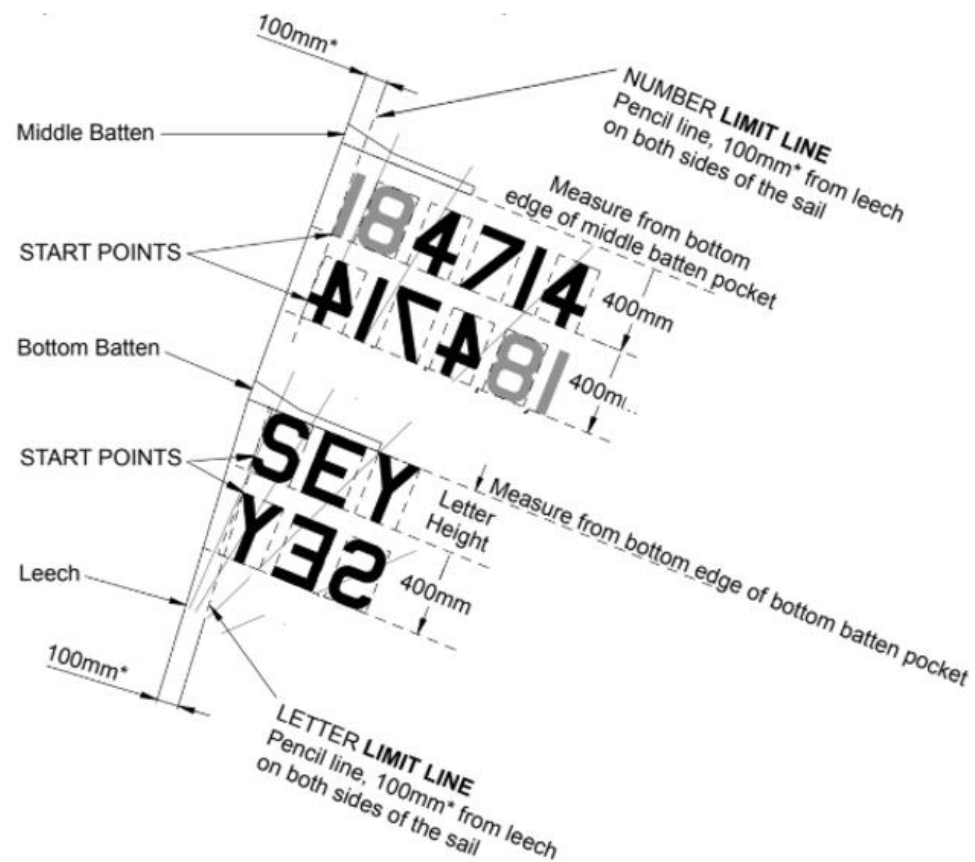
- Height 300mm minimum
- Width 200mm minimum (excluding digit 1)
- Thickness 45mm minimum
- Minimum spacing between adjacent numbers or letters 50mm minimum; this spacing shall be consistent within ± 3 mm.
- The starboard sail numbers shall start at 100 mm (± 12 mm) from the **leech**, with the bottom of the numbers placed on a line parallel to and 400mm (± 12 mm) below the lower edge of the middle **batten pocket**.
- The port side numbers shall end at 100mm (± 12 mm) from the **leech**, with the bottom of the numbers placed on a line parallel to and 400mm (± 12 mm) below the bottom of the numbers on the starboard side of the **sail**.
- If required, national letters on the starboard side of the **sail** shall start at 100mm (± 12 mm) from the **leech** with the top of the letters placed on a line extending from the lower edge of the bottom **batten pocket** (± 12 mm).
- National letters on the port side of the **sail** shall end at 100mm (± 12 mm) from the **leech**, with the bottom of the letters placed on a line parallel to and 400mm (± 12 mm) below the bottom of the letters on the starboard side of the **sail**.

ILCA 6

ANGLED NUMBERS AND LETTERS



UPRIGHT NUMBERS AND LETTERS

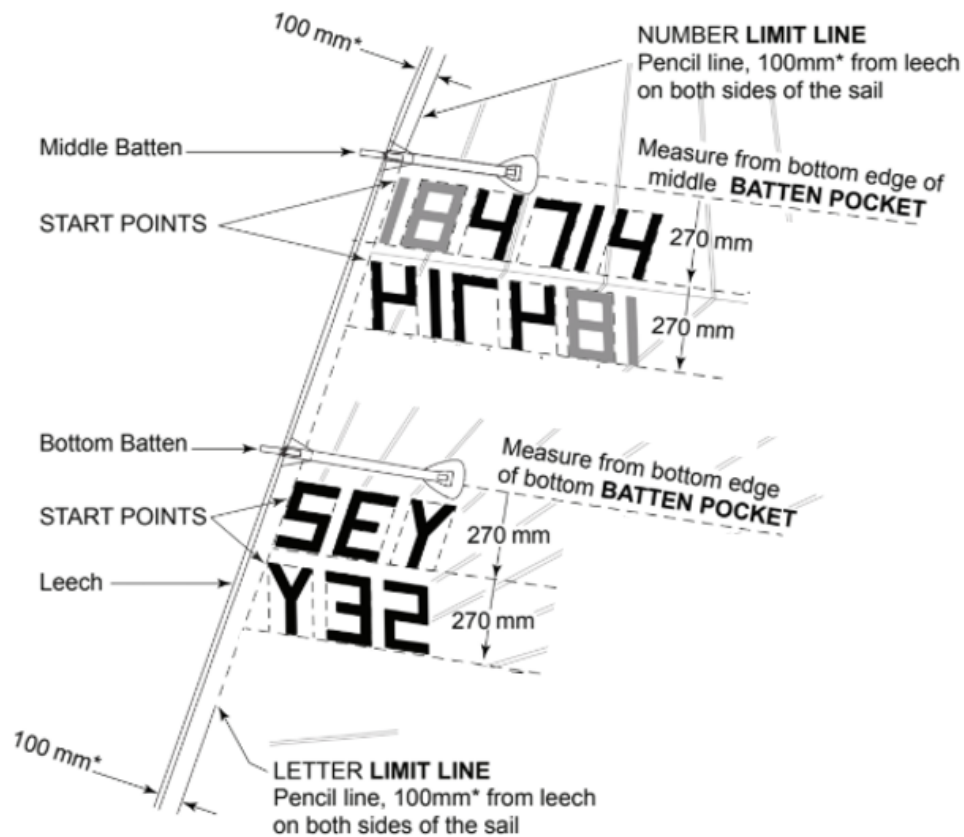


ILCA4

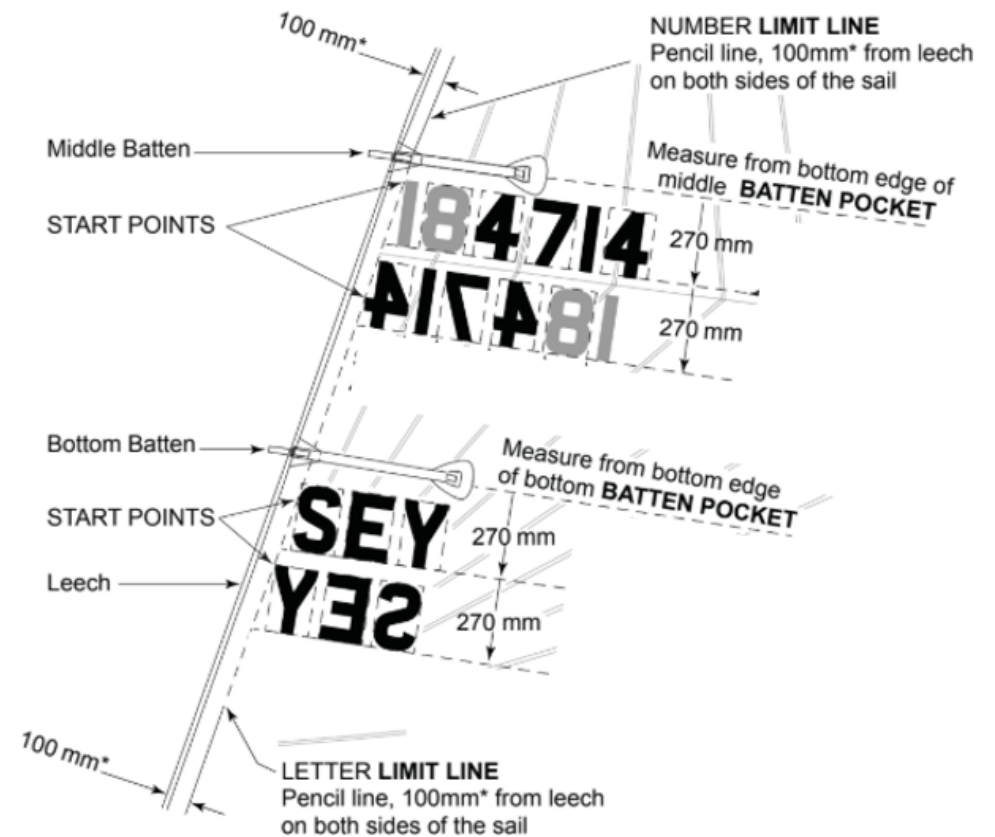
- Height: 220mm minimum, 240mm maximum
- Width: 150mm minimum (excluding the digit 1)
- Thickness: 30mm minimum
- Minimum spacing between adjacent numbers or letters 30mm minimum; this spacing shall be consistent within ± 3 mm.
- For the ILCA4 MKI **sail**, the starboard side sail numbers shall start at 100mm (± 12 mm) from the **leech**, with the bottom of the numbers placed on a line parallel to and 270mm (0 to +12mm) below the lower edge of the middle **batten pocket**. The port side sail numbers shall end at 100mm (± 12 mm) from the **leech**, with the bottom of the numbers placed on a line parallel to and 270mm (0 to +12mm) below the bottom of the numbers on the starboard side of the **sail**.
- For the ILCA 4 MKI **sail**, if required, national letters on the starboard side of the **sail** shall start at 100mm (± 12 mm) from the **leech**, with the bottom of the letters placed on a line parallel to and 270mm (0 to +12mm) below the bottom of the numbers on the port side of the **sail**. National letters on the port side of the **sail** shall end at 100mm (± 12 mm) from the **leech**, with the bottom of the letters placed on a line parallel to and 270mm (0 to +12mm) below the bottom of the letters on the starboard side of the **sail**.
- For ILCA 4 MKII **sail**, the starboard side sail numbers shall start at 100mm (± 12 mm) from the **leech**, with the bottom of the numbers placed on a line parallel to and 270mm (± 12 mm) below the lower edge of the middle **batten pocket**. The port side sail numbers shall end at 100mm (± 12 mm) from the **leech**, with the bottom of the numbers placed on a line parallel to and 270mm (± 12 mm) below the bottom of the numbers on the starboard side of the **sail**.
- For ILCA 4 MKII **sail**, if required, national letters on the starboard side of the **sail** shall start at 100mm (± 12 mm) from the **leech**, with the bottom of the letters placed on a line parallel to and 270mm (± 12 mm) below the lower edge of the bottom **batten pocket**. National letters on the port side of the **sail** shall end at 100mm (± 12 mm) from the **leech**, with the bottom of the letters placed on a line parallel to and 270mm (± 12 mm) below the letters on the starboard side of the **sail**.

ILCA 4 MKII

ANGLED NUMBERS AND LETTERS

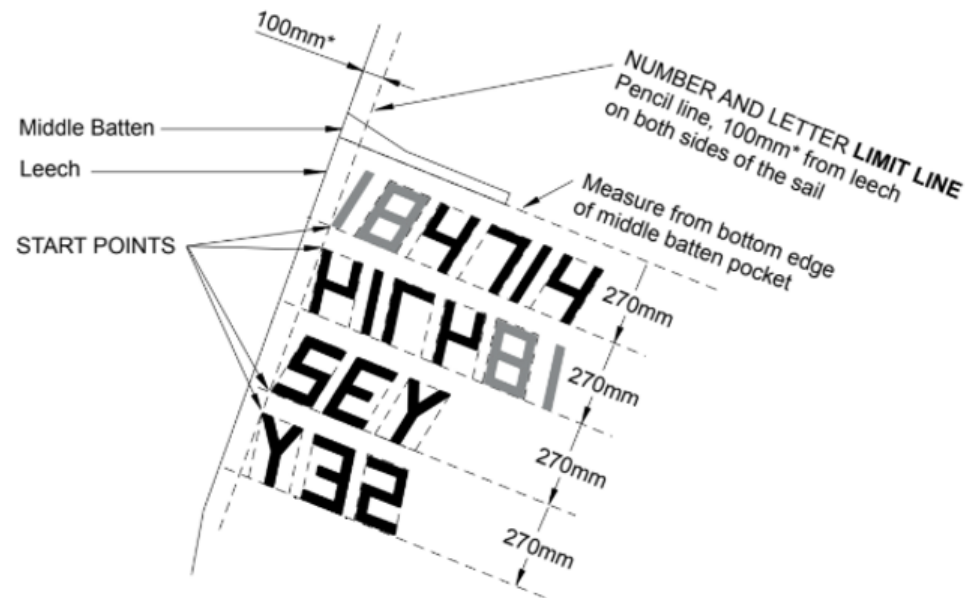


UPRIGHT NUMBERS AND LETTERS

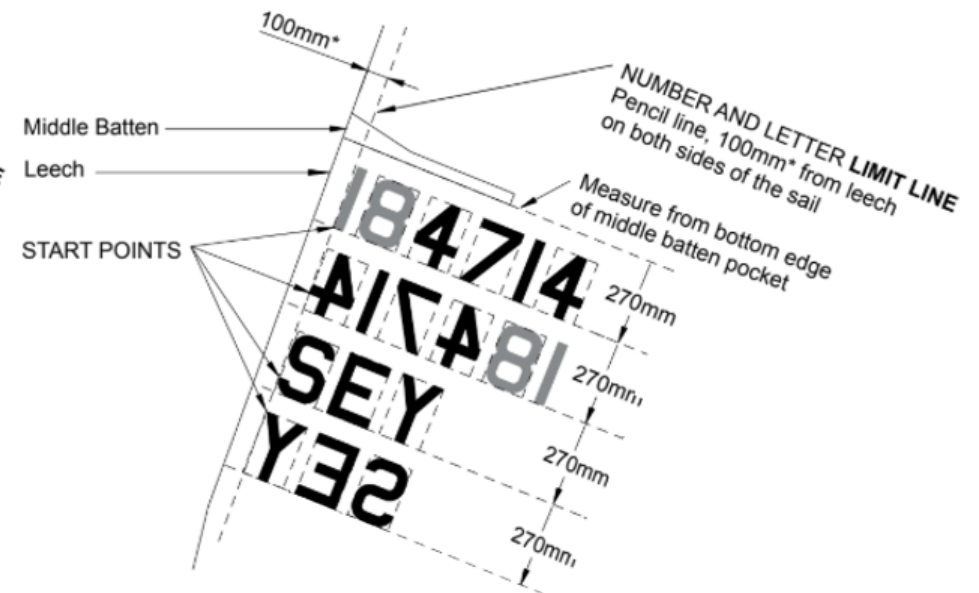


ILCA 4 MKI

ANGLED NUMBERS AND LETTERS



UPRIGHT NUMBERS AND LETTERS

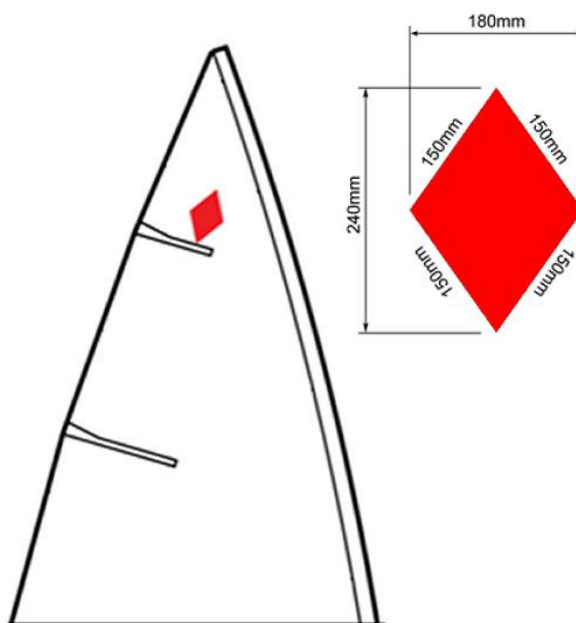


(b) NATIONAL FLAGS

- i. If required by the NOR, a national flag with a size of 567 x 337mm (± 5 mm) shall be applied to both sides of the **mainsail**:
 - (1) The flag shall be approximately parallel to the sail numbers and letters and shall not touch them.
 - (2) The flag shall be printed on separate material applied to the **sail**. Making a national flag with paint, permanent ink pens, or similar is prohibited.
 - (3) The national flag shall correspond to the national letters.
 - (4) The national flag shall be positioned so that the aft edge of the flag is between 100mm and 150mm from the **leech** and between the sail numbers and the **batten pocket** below the sail numbers.
 - (5) For the ILCA 4 MKI only, the national flag shall be positioned between 100mm and 150mm from the **leech** and below and within 50mm of the lower edge of the bottom **batten pocket**.

(c) RED RHOMBUS

- i. **Sails** used at World Championships, Regional (continental) Championships and events described as International Events in the NOR or SI or in events where the NOR or SI requires women competitors to be identified, shall carry a red rhombus above the top **batten pocket** on both sides of the **sail**.
- ii. The minimum size and approximate position shall comply with the below diagram:



- iii. The rhombus may be retained for racing in other events.

C.10.3 USE

- (a) The **sail** may be reefed by rolling it around the **mast** 1 or 2 times.

C.10.4 MAINTENANCE AND REPAIR

- (a) **Sails** shall not be **modified**.
- (b) Damaged **sails** may be **repaired**, but **sail** panels and **luff** sleeves shall not be replaced.

Section D – Hull

D.1 Manufacturers

- (a) The **hull** shall be manufactured only by an AB.

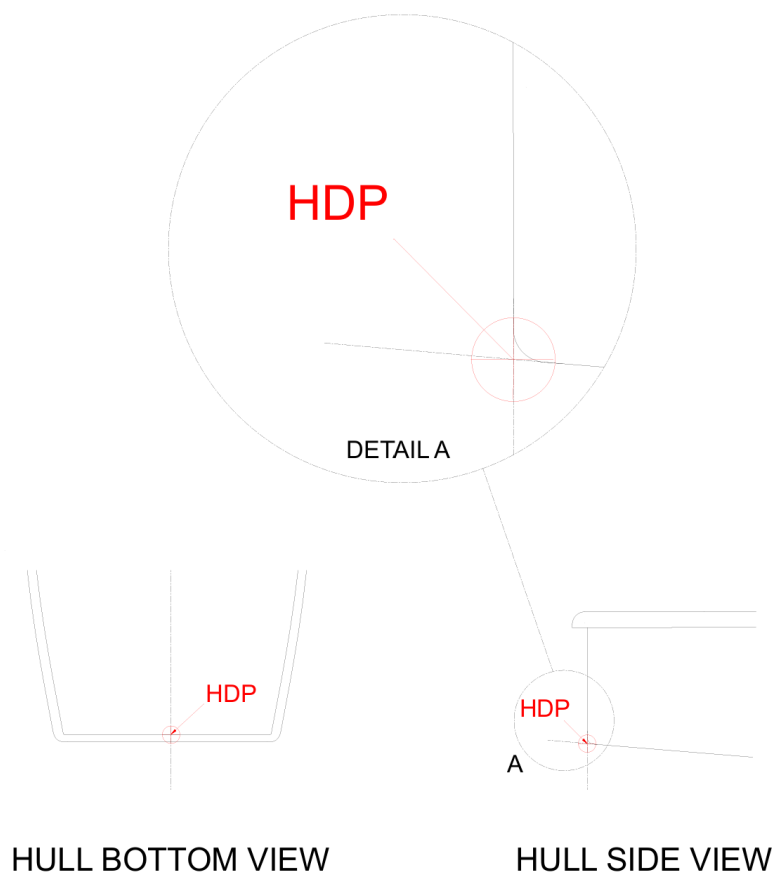
D.2 General

D.2.1 RULES

- (a) The **hull** shall comply with these **class rules**.

D.2.2 DEFINITIONS

- (a) The **Hull Datum Point** (HDP) is given by the intersection of the keel line and transom plane of the **boat**.



D.2.3 MATERIALS, CONSTRUCTION, AND DIMENSIONS

- (a) Materials, construction techniques and dimensions of the **hull** shall comply with the IBM.

D.3 Buoyancy

D.3.1 CONSTRUCTION

- (a) The minimum mandatory buoyancy volume is 90 litres in the form of Cubitainer inserts or expanded polystyrene foam blocks.

D.4 Assembled Hull

D.4.1 FITTINGS

(a) MANDATORY

The following **fittings** shall be positioned in accordance with Measurement Diagram D.4.3 - all measurements are to be taken from the aft most point of the gunwale on the centreplane:

- i. Bow eye
- ii. Builder-supplied AEM deck block fitting
- iii. Builder-supplied AEM deck cleat base
- iv. Daggerboard friction pad
- v. Hiking strap eyestraps
- vi. Mainsheet block eyestraps
- vii. Traveller cleat
- viii. Traveller fairleads
- ix. Grabrails
- x. Mainsheet block attachment fitting

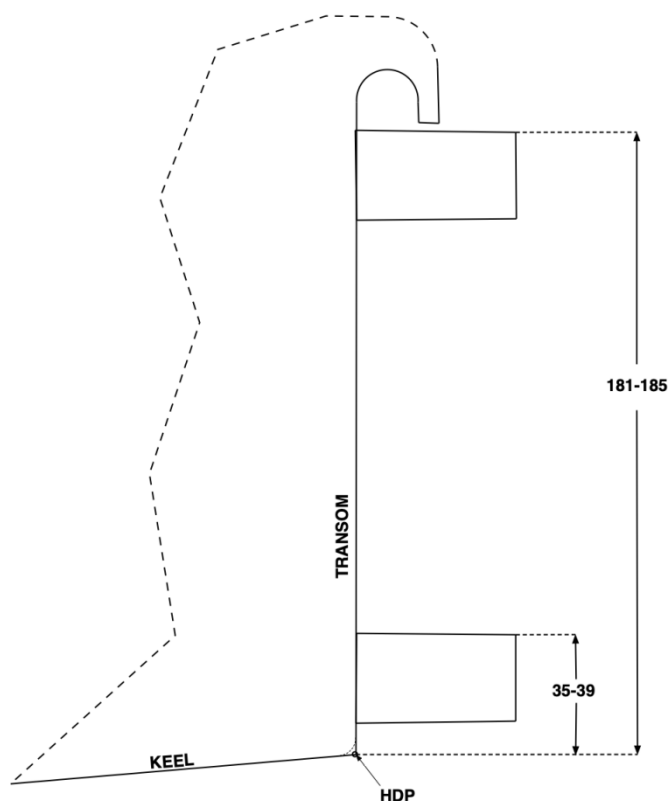
Additional mandatory fittings not shown on the measurement diagram include:

- xi. Gudgeons
- xii. Transom drain bung
- xiii. Rudder retaining clip

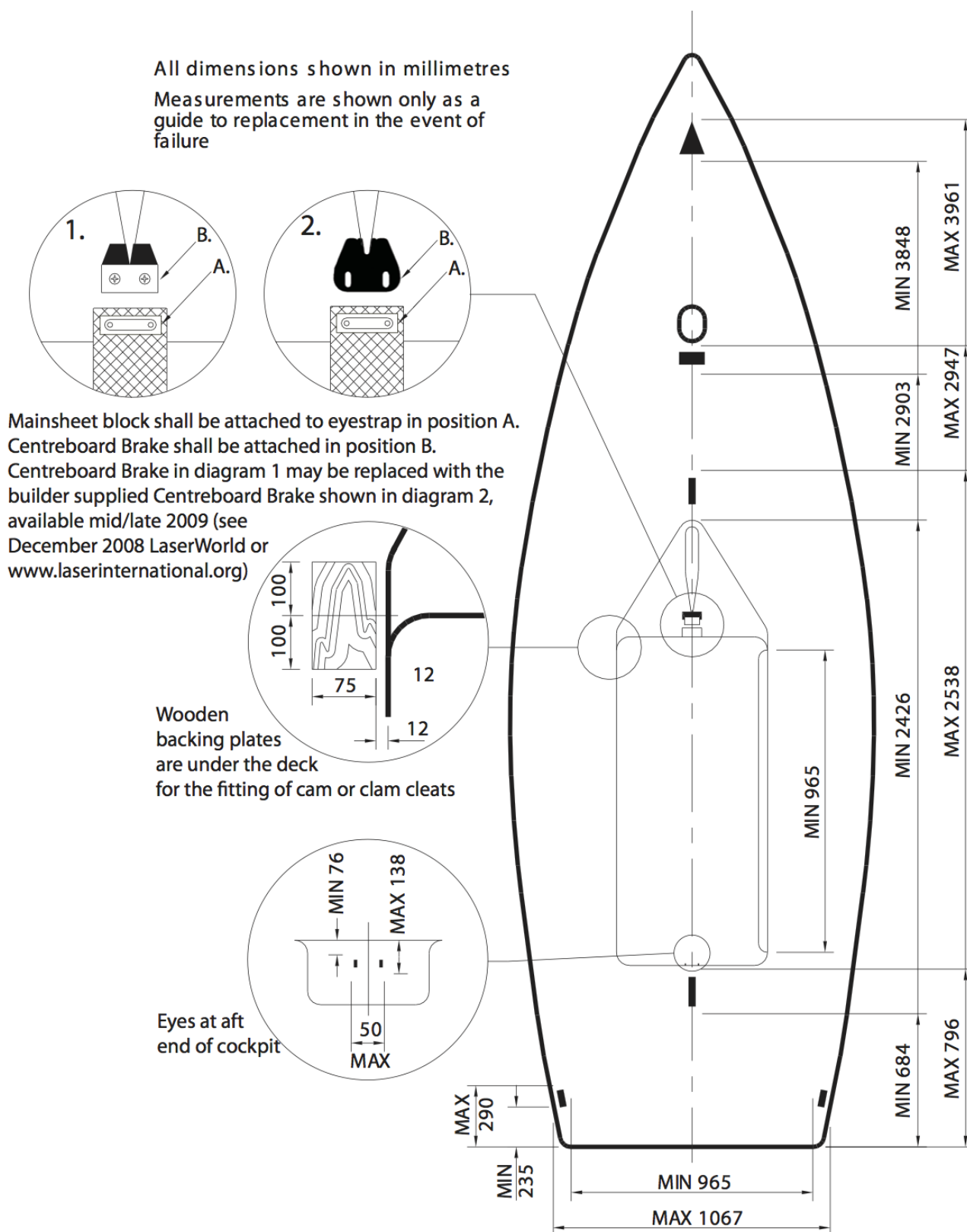
(b) OPTIONAL

- i. Mainsheet side cleats
- ii. Compass

D.4.2 TRANSOM FITTINGS PLACEMENT TOLERANCES



D.4.3 HULL FITTINGS MEASUREMENT DIAGRAM



Section E – Hull Appendages

E.1 Parts

E.1.1 MANDATORY

- (a) **Daggerboard**
- (b) **Rudder blade**
- (c) **Rudder head**

E.2 General

E.2.1 RULES

- (a) **Hull appendages** shall comply with these **class rules**.

E.2.2 MATERIALS, CONSTRUCTION, AND DIMENSIONS

- (a) Materials, construction techniques and dimensions of **hull appendages** shall comply with the IBM.
- (b) Wooden **daggerboards** and **rudders** are permitted if the **boat** was originally supplied with them.

E.2.3 MANUFACTURERS

- (a) **Hull appendages** shall be manufactured by an AEM and supplied by an AB.

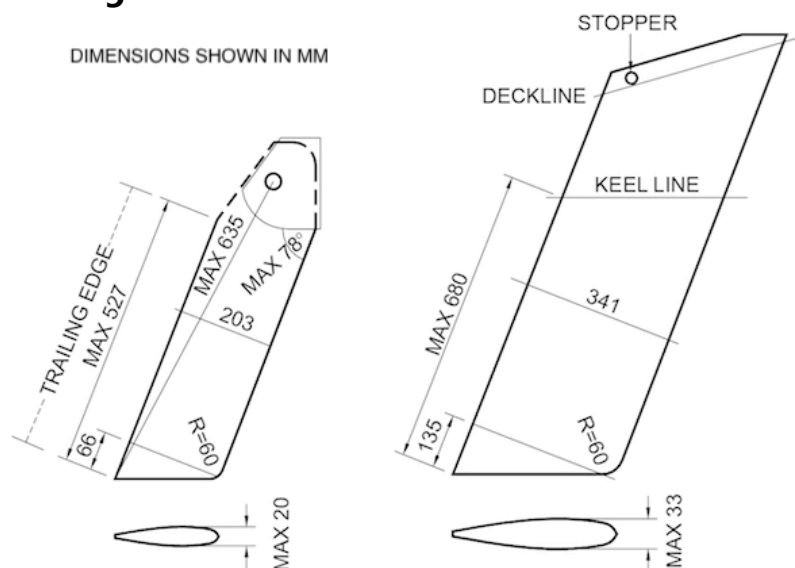
E.2.4 IDENTIFICATION

- (a) **Hull appendages** shall carry AB or ILCA identification markings.

E.2.5 FITTINGS

- (a) MANDATORY
 - i. **Daggerboard** Stopper

E.3 Measurement Diagrams



Section F – Rig

F.1 Parts

F.1.1 MANDATORY

- (a) **Mast** comprised of an upper **mast spar** and the appropriate lower **mast spar** for each **rig** type (ILCA 4, ILCA 6, ILCA 7).
- (b) **Boom**. An aluminium upper **mast spar** may be modified to create a **boom**. A metal sleeve supplied by the AB 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).
- (c) Running **rigging**

F.2 General

F.2.1 RULES

- (a) The **spars** and their fittings shall comply with these **class rules**.
- (b) The running **rigging** shall comply with these **class rules**.

F.2.2 MATERIALS, CONSTRUCTION, AND DIMENSIONS

- (a) Materials, construction techniques and dimensions of the **spars** shall comply with the IBM.
- (b) An aluminium or composite upper **mast** may be used.
- (c) An aluminium or composite ILCA 6 bottom **mast** may be used.

F.2.3 MANUFACTURER

- (a) The **spars** shall be manufactured by AEM and supplied by AB.

F.2.4 IDENTIFICATION

- (a) **Spars** shall carry AB or ILCA identification markings.

F.3 Mast

F.3.1 FITTINGS

(a) MANDATORY

- i. Upper **mast** bottom plug
- ii. Upper **mast** top plug
- iii. Upper **mast** collar
- iv. Lower **mast** base plug
- v. Lower **mast** vang tang
- vi. Lower **mast** gooseneck fitting

(b) OPTIONAL

- i. Mechanical wind indicators

F.4 Boom

F.4.1 FITTINGS

(a) MANDATORY

- vii. Gooseneck plug
- viii. **Vang** Key Plate
- ix. Mid **boom** block
- x. **Outhaul** clam cleat
- xi. Mainsheet guide strap
- xii. **Boom** end eyestraps and block
- xiii. **Outhaul** fairlead
- xiv. **Boom** end plug

(b) OPTIONAL

- i. Builder-supplied stainless steel **boom** slide

F.5 Running Rigging

F.5.1 CONTROL LINE SYSTEMS

(a) MATERIALS

- i. Control lines shall be of synthetic ropes. Adjustable splices and integrated adjustable soft shackles are not permitted.
- ii. In a Control Line System where more than one control line is permitted, lines of different diameter shall not be joined together.

F.5.2 DEFINITIONS

- (a) The cunningham, **outhaul**, **vang**, traveller and mainsheet are the "Control Line Systems". The cunningham, **outhaul** and **vang** systems may each include more than one Control Line.
- (b) A line is a "Control Line" if any part of the line moves along its axis during adjustment of the Control Line System. Each Control Line shall be a single piece and be uniform in thickness and material.
- (c) A "Turning Point" is any of the following around which a moving "Control Line" passes: 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, a sail cringle, a **mast**, or a **boom**. The blocks attached to the deck block **fitting** and the cam cleats attached to the deck cleat base are not counted as Turning Points for the purposes of the **outhaul** and cunningham rules in F.5.3(a)(ii)(1) and F.5.3.(a)(iii)(1). The sheave in the **vang** swivel arm is not counted as Turning Points for the purposes of the **vang** rule in F.5.3 (a)(iv)(1).

F.5.3 CONTROL LINES

(a) MANDATORY

i. **Mainsheet**

- (1) 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, the **boom** eye strap, the forward **boom** block and the mainsheet block. After the mainsheet block the line shall be knotted or tied so that it cannot pull through the mainsheet block.
- (2) 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 D.4.3. The block may be supported by a spring, ball, plastic tube or tape.
- (3) One mainsheet clam or cam cleat of any type may be mounted on each side deck in the position shown on the Hull fittings measurement diagram D.4.3.

ii. **Outhaul**

- (1) The **outhaul** system shall consist of no more than two control lines, blocks or loops for purchase and no more than 6 "Turning Points".
- (2) 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 count as at least one of the maximum of 6 "Turning Points" permitted by F.5.3 (a)(ii)(1)
- (3) Additional purchases may be obtained by forming rope loops in the line or adding blocks to the line, and/or using the **outhaul** fairlead, the **outhaul** clam cleat, the **boom**, the **mast** or the gooseneck **fitting**. A block may be attached to the **outhaul** fairlead, provided F.5.3(a)(ii)(1) is also satisfied. A block may be attached to the **outhaul** clam cleat.
- (4) A block may be attached to the **clew** of the **sail**, or to a quick release system, or be part of a quick-release system.
- (5) One or two 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). These blocks may also be attached to the gooseneck with a bolt or a pin.
- (6) A shock cord may be used as an inhaul on the **clew**. The shock cord may be attached to the **boom** cleat, the **boom** block fairlead, the **sail clew**, the **outhaul** control lines or blocks and the **sail clew** strap or rope. A 'dog bone' release system can be used.
- (7) Shock cord and/or rope loops (rope loops maybe be part of the control line) can be tied around the **boom** and/or the **outhaul** control lines to keep them close to the **boom**.

- (8) Deck-Led Outhaul System: When led to the deck, the **outhaul** control line shall pass only once through the **outhaul** single block attached to the deck block fitting and only once through the cam cleat attached to the deck cleat base.

iii. **Cunningham**

- (1) The cunningham system shall consist of no more than 3 control lines, blocks, or loops for purchase with a maximum of 5 "Turning Points".
- (2) The primary cunningham control line shall be securely attached to one of the following:
- a. **mast**,
 - b. gooseneck,
 - c. **mast vang** tang, or
 - d. shackle that may be used to attach the **vang** cleating unit to:
 - i. The **mast vang** tang, or
 - ii. The cunningham attachment point on the vang cleating **fitting**, or
 - iii. The becket of an optional becket block fixed on the cunningham attachment point on the **vang** cleating unit.
- (3) The cunningham control line shall pass through the **sail tack** cringle as a moving line.
- (1) The sail tack cringle shall count as at least one of the no more than 5 "Turning Points" permitted by Rule F.5.3(a)(iii)(1).
- (2) Additional purchases may be obtained using rope loops or blocks, and any of the following: the **boom**, the **sail** tack cringle, the gooseneck fitting, the **mast vang** tang, the shackle attaching the vang cleating unit, the swivel, or the cunningham attachment point on the **vang** cleating **fitting**
- (3) The cunningham control line shall pass only once through the block attached to the builder-supplied AEM deck block **fitting** and only once through the cunningham cam cleat attached to the builder-supplied AEM deck cleat base.

iv. **Vang**

- (1) The **vang** system shall run between the **mast vang** tang and the **boom** key fitting and shall consist of the builder-supplied AEM **vang** cleating **fitting**, the **vang** key block, no more than 2 control lines, for additional purchase with a maximum of 7 "Turning Points".
- (2) A shackle may be used to attach the **vang** cleating unit.
- (3) The **vang** key block may be fitted with a spare key. The key may be straight or bent, and it may be secured in the keyway with tape, elastic or Velcro.
- (4) The legacy **vang** key block may be replaced with an AEM **vang** key block which may have a spare key.
- (5) The builder-supplied AEM **vang** cleating fitting shall be attached directly to the **mast vang** tang and shall not be modified. Removable parts that wear may be replaced with parts of equivalent function (e.g., fairleads, cleats)

v. **Traveller**

- (1) The traveller shall consist of an AEM approved traveller block set and a line.
- (2) The traveller line shall be a single line, rigged as a simple closed loop through the traveller eyes and with 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 to make the loop.

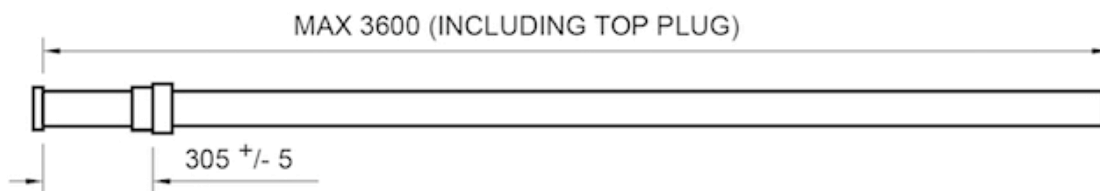
vi. **Clew Tie Down**

- (1) The clew of the **sail** shall be attached to the **boom** by one of the following: 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 AEM 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.
- (2) If the **clew** tie down is a tie line, it may be passed through beads and/or tubes to reduce friction.

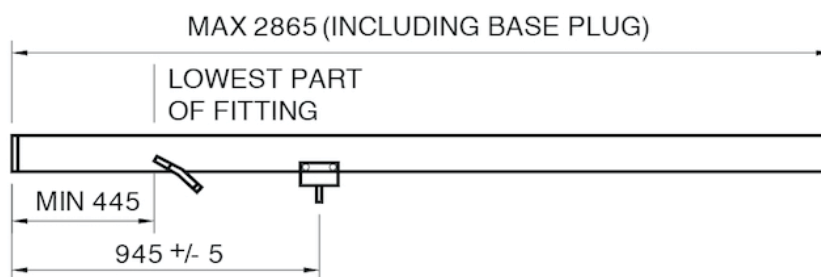
F.6 Measurement Diagrams

ALL DIMENSIONS SHOWN IN MM

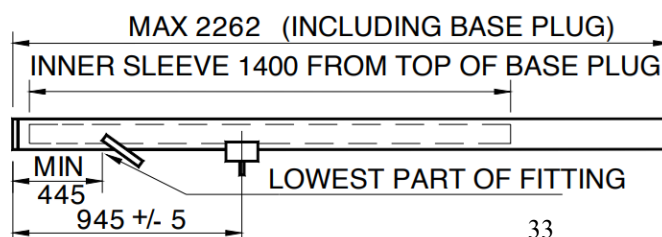
F.6.1 UPPER MAST



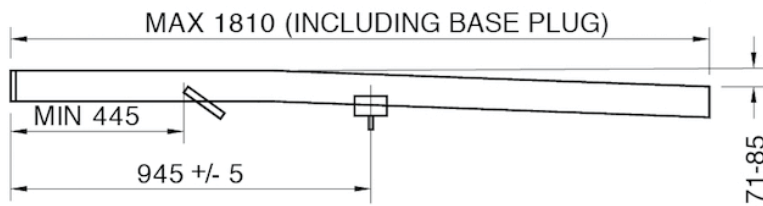
F.6.2 ILCA 7 LOWER MAST



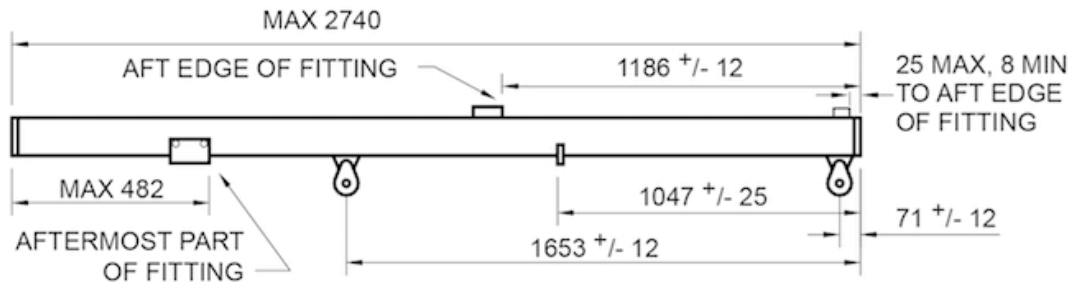
F.6.3 ILCA 6 LOWER MAST



F.6.4 ILCA 4 LOWER MAST



F.6.5 BOOM



F.6.6 MAST SPAR CURVATURE LIMITATIONS

- (a) Except for the ILCA 4 Lower **mast spar**, **mast spars** shall be nominally straight with a maximum permitted **mast spar** curvature as follows:
 - i. Upper **mast spar**: 4mm
 - ii. ILCA 7 Lower **mast spar**: 3mm
 - iii. ILCA 6 Lower **mast spar**: 3mm
- (b) The **mast spar** curvature shall be defined as the greatest deviation of the distance between the **spar** and a straight edge positioned equidistant to the two ends of the **mast spar**. The control shall be taken with the **mast spar** rotated in all positions.

Section G – Sails

G.1 Parts

G.1.1 MANDATORY

Mainsail for each **rig** variant (ILCA 4, ILCA 6, ILCA 7)

G.2 General

G.2.1 RULES

- (a) **Sails** shall comply with these **class rules**.

G.2.2 MANUFACTURER

- (a) **Sails** shall be manufactured by an approved AEM and supplied through an AB.
- (b) Battens shall be manufactured by an approved AEM, supplied through an AB and shall be complete with batten caps.

G.2.3 CERTIFICATION MARKINGS

- (a) The **mainsail** shall carry an ILCA certification label and an ILCA authorized sailmaker button purchased from the ILCA attached near the **tack**.

G.3 Mainsail

G.3.1 INSIGNIA

- (a) The class insignia shall conform to the dimensions and requirements as detailed in the IBM at the time the **sail** is manufactured.

Class Insignia (before 2020)



Class Insignia (from 2020 onwards)



G.3.2 MATERIALS AND CONSTRUCTION

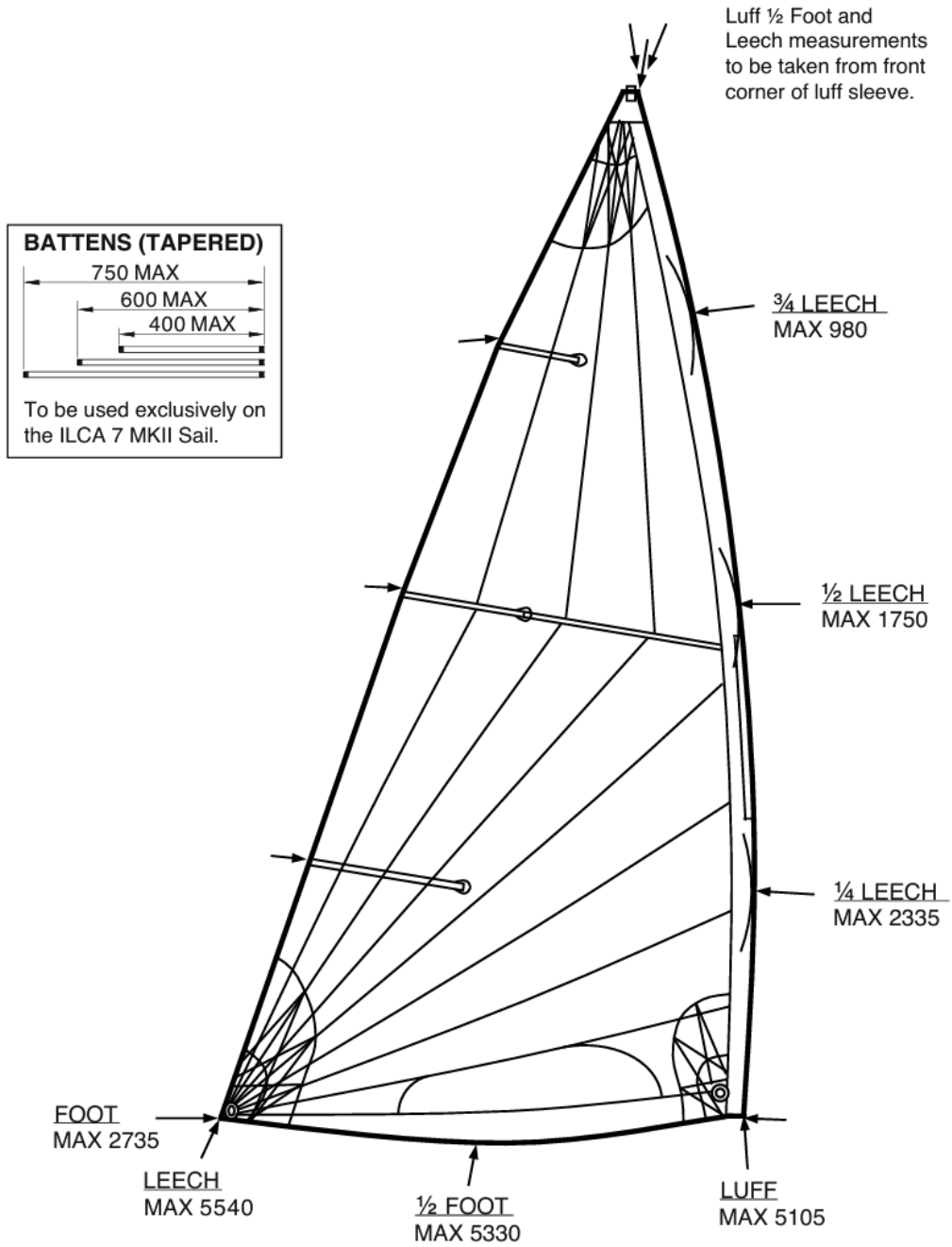
- (a) Materials, construction techniques and dimensions of **mainsails** and battens shall comply with the IBM.
- (b) Tell tales are permitted.

(a) ILCA 7

i. MKI SAIL

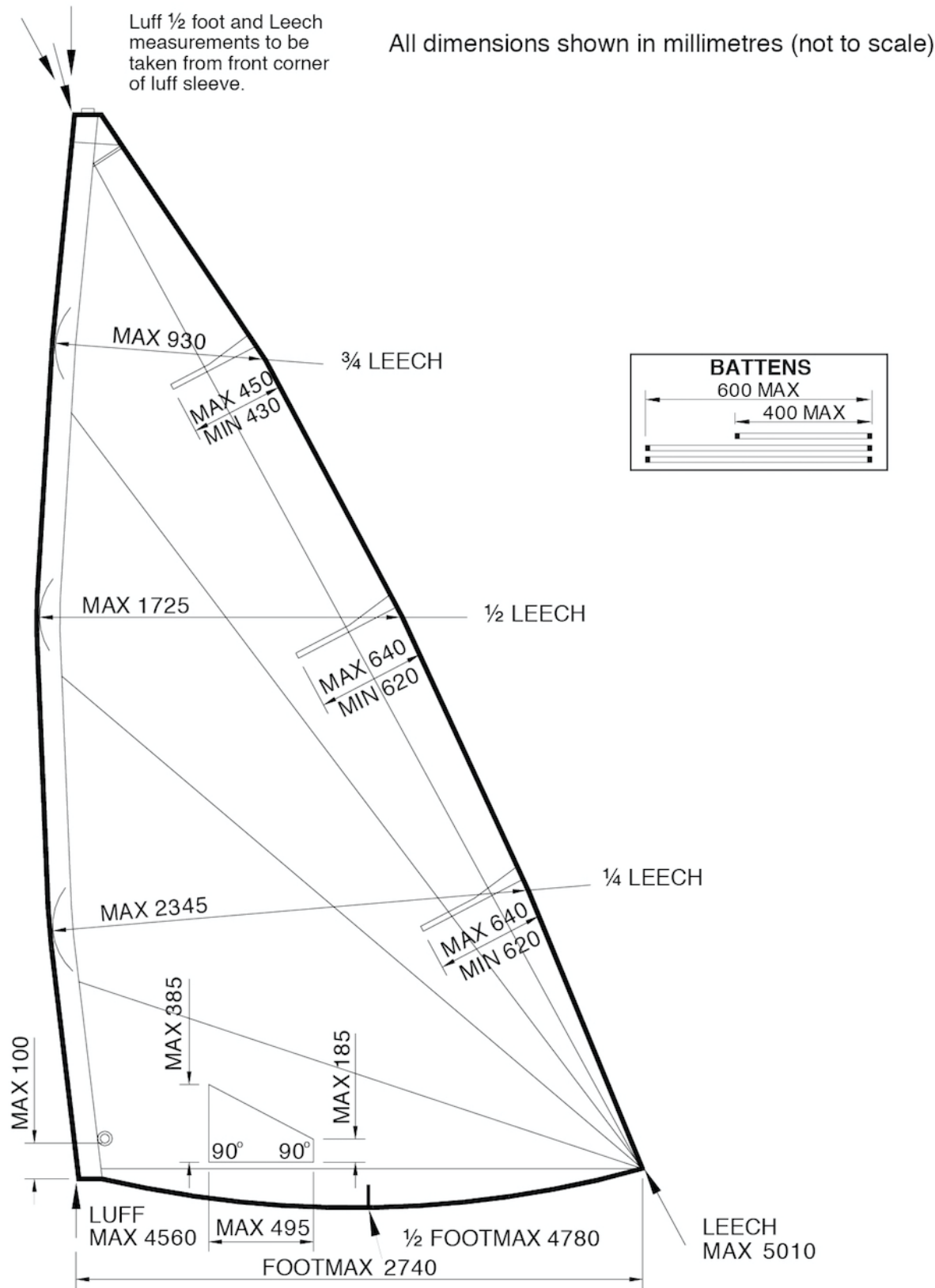


ii. MKII SAIL



G.3.3 MEASUREMENT DIAGRAM (ILCA 6)

(b) ILCA 6 SAIL



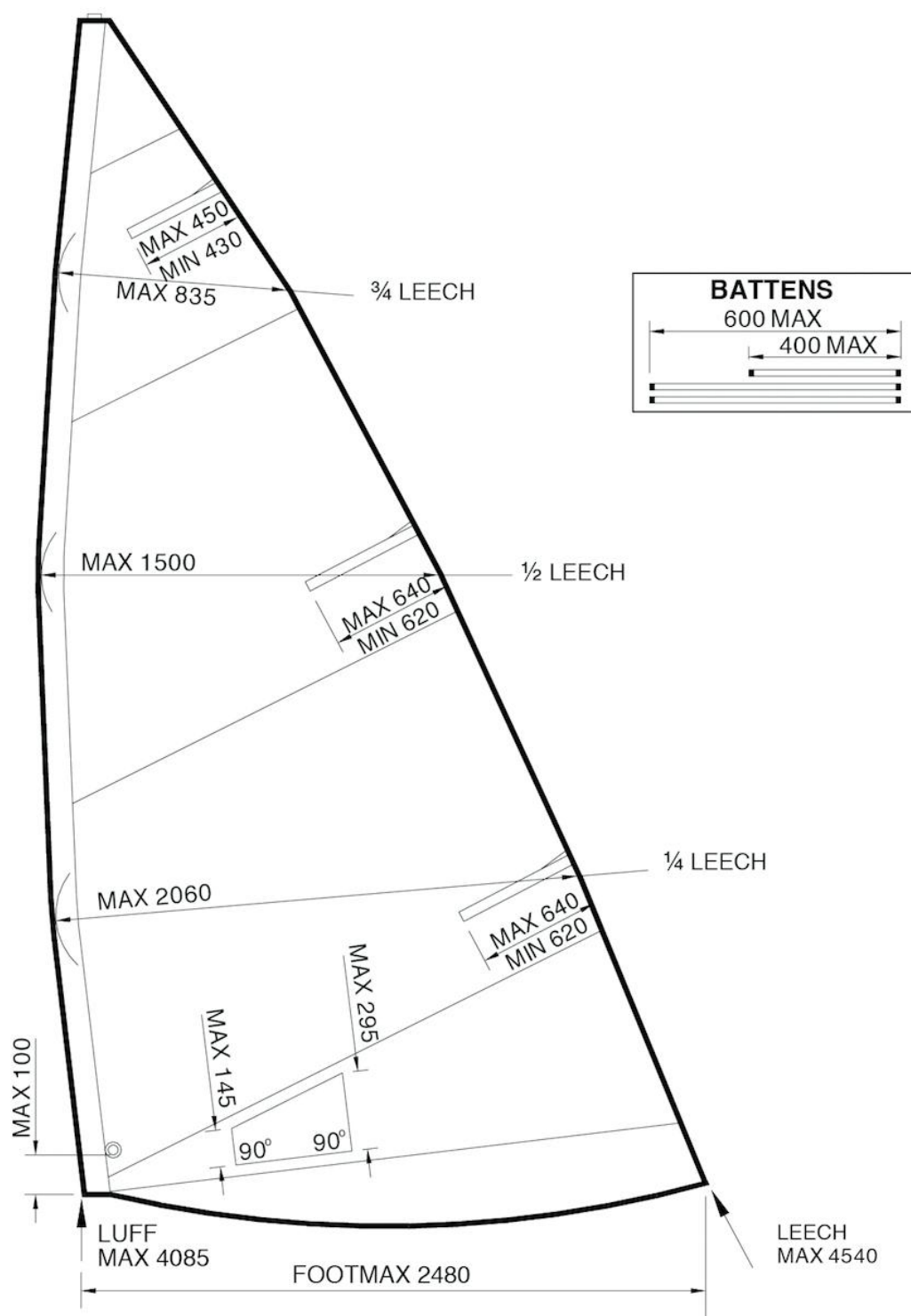
G.3.3 MEASUREMENT DIAGRAM (ILCA 4)

(c) ILCA 4

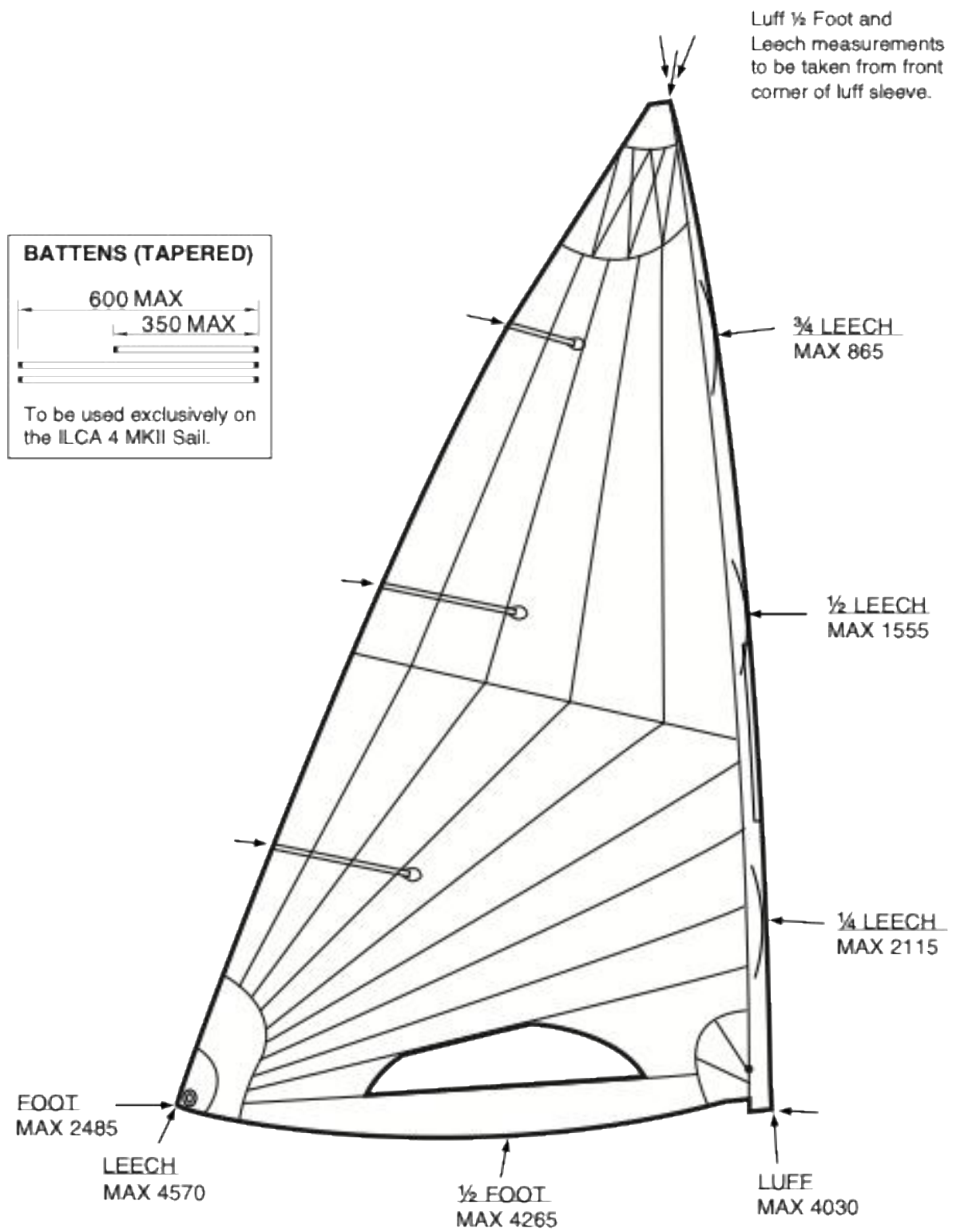
I. MKI SAIL

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

All dimensions shown in millimetres (not to scale)

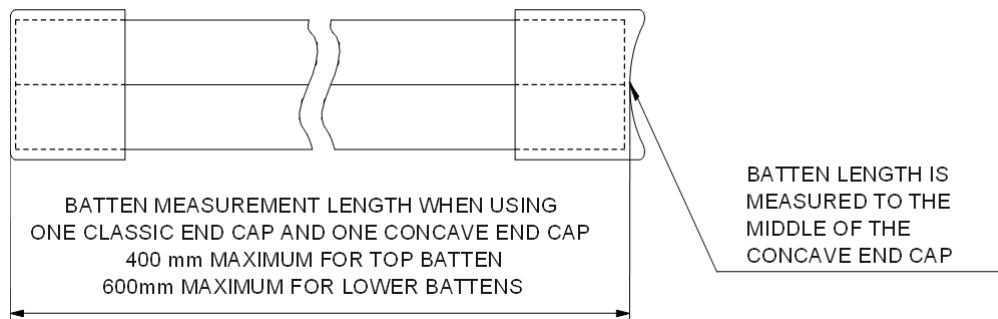


II. MKII SAIL



G.4 Battens

G.4.1 Measurement for Battens for ILCA 4, ILCA 6 and ILCA7 MKI **sails** when using 1 classic end cap and 1 concave end cap



PART III – APPENDICES

Section H – Legacy Fittings

H.1 List of Legacy Fittings

- (a) Plastic cunningham fairlead with or without stainless steel insert
- (b) Vang cleat block
- (c) Swivel, shackle or swivel/shackle combination for connecting the vang cleat block to the mast vang tang, not exceeding 80mm in length when measured under tension
- (d) Vang key block
- (e) Legacy 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, such that the total number of turning points does not exceed 7
- (f) Plastic or metal cunningham clam cleat
- (g) Plastic outhaul clam cleat
- (h) Plastic outhaul fairlead
- (i) Plastic traveller clam cleat
- (j) Plastic traveller fairleads
- (k) Boom mounted mainsheet blocks and Interlocking traveller blocks. These may be replaced with the AEM supplied blocks.
- (l) Wooden foils
- (m) Legacy vang & systems
- (n) Legacy sail designs – ILCA 7 MKI (standard), ILCA 4 MKI & ILCA 6 MKI
- (o) Aluminium Upper and ILCA 6 lower spars
- (p) Metallic gudgeons

Effective Date:	10 th August 2026
Published Date:	10 th August 2026
Previous issue:	21 st August 2023