

ILCA Class Rules Changes - SCR Transition

Effective Date: 01 August 2026

Status: Approved

Amendment	Old Class Rules			New Class Rules	
	number	Old Rule	Old Text	Rule SCR	SCR Text
to delete	-	OBJECT	The boat is a strict one-design dinghy where the true test, when raced, is between helmspersons and not boats and equipment.		
to delete	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.		
to delete	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.		
to delete	3-(a)-iii	Control System Definitions	An "Optional" fitting is a fitting or block that replaces, or is additional to, a Standard Fitting as allowed by these Rules.		
to delete	3-(a)-iv	Control System Definitions	A "Builder Supplied" fitting replaces a Standard Fitting, and is supplied only by the Builder, as allowed by these Rules.		
to delete	3-(b)-viii-d)	Control Lines and Fittings	"Builder Supplied" Deck Fittings (Deck Block Fitting and Deck Cleat Base) 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.		
to delete	3-(d)-ix	Vang—also see Rules 3(a) & 3(b)	The mast tang hole may be drilled to take a larger pin.		
to delete	3-(d)-x-a)	Vang—also see Rules 3(a) & 3(b)	"Builder Supplied" Vang Cleating Fitting a) The vang cleat block may be replaced with a "Builder Supplied" vang cleating fitting which incorporates "Turning Points" and a cam cleat.		
to delete	8-	HULL COATINGS	The use of slowly soluble applications which might alter the boundary layer characteristics of the hull are prohibited.		
to delete	14-(b)	CENTREBOARD	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.		
to delete	14-(c)	CENTREBOARD	Surface refinishing of the centreboard is permitted provided the original shape, thickness and characteristics are not altered.		
to delete	15-(a)	RUDDER	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.		
to delete	15-(b)	RUDDER	Surface refinishing of the rudder blade is permitted provided that the original shape, thickness and characteristics are not altered.		
to delete	-	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 Radial or the 4.7 rigs are used the Rules of Parts 1, 2, 3 and 5 of the Laser Class Rules apply except where specifically amended by Part Four		
to delete	29-(c)	ILCA 6 RIG	The Radial rig may only be used in District Championships and higher level regattas when prescribed in the Notice of Race and Sailing Instructions.		
to delete	30-(c)	ILCA 4 RIG	The 4.7 rig may only be used in District Championships and higher level regattas when prescribed in the Notice of Race and Sailing Instructions.		

ILCA Class Rules Changes - SCR Transition

Effective Date: 01 August 2026

Status: Approved

Amendment	Old Class Rules			New Class Rules	
	number	Old Rule	Old Text	Rule SCR	SCR Text
to delete	CRI-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 "Laser Class Rules".		
to read	3.(b) i	Control Lines and Fittings	Control lines shall be natural or synthetic rope.	F.5.1 Control Systems (a) MATERIALS	i. Control lines shall be of synthetic ropes. Adjustable splices and integrated adjustable soft shackles are not permitted.
to read	3.(f) vi	Outhaul – also see Rules 3(a) & 3(b)	A shock cord may be used as an inhaul on the clew	F.5.3. CONTROL LINES (a) MANDATORY ii. Outhaul	(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.
to read	4(b)	ILCA 4 Sails identification	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.	C.10.2 IDENTIFICATIONS (a) NATIONAL LETTERS AND SAIL NUMBERS 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 ± 3mm. •For the ILCA4 MKI sail, the starboard side sail numbers shall start at 100mm (±12mm) 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 (±12mm) 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 (±12mm) 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 (±12mm) 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 (±12mm) from the leech, with the bottom of the numbers placed on a line parallel to and 270mm (±12mm) below the lower edge of the middle batten pocket. The port side sail numbers shall end at 100mm (±12mm) from the leech, with the bottom of the numbers placed on a line parallel to and 270mm (±12mm) 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 (±12mm) from the leech, with the bottom of the letters placed on a line parallel to and 270mm (± 12mm) below the lower edge of the bottom batten pocket. National letters on the port side of the sail shall end at 100mm (±12mm) from the leech, with the bottom of the letters placed on a line parallel to and 270mm (±12mm) below the letters on the starboard side of the sail.
to read	4(c)	ILCA 4 Sails identification	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.		
to read	5.	MAST	No mast which has a permanent bend shall be used at any time.	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 : 4 mm ii.ILCA 7 Lower mast spar : 3 mm iii.ILCA 6 Lower mast spar : 3 mm
to read	6. (a)	CLOTHING AND EQUIPMENT	In alteration of RRS 43.1 (b) the maximum total weight of competitors' clothing and equipment shall be 9kg (for Radial and 4.7 rigs please see part 4).	C.3.3 TOTAL WEIGHT	(a)Total weight of personal equipment is: Rig Type maximum ILCA 7 9 kg ILCA 6 9 kg ILCA 4 8 kg

ILCA Class Rules Changes - SCR Transition

Effective Date: 01 August 2026

Status: Approved

Amendment	Old Class Rules			New Class Rules	
	number	Old Rule	Old Text	Rule SCR	SCR Text
to read	14. (f)	CENTREBOARD	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 capsizing. 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.	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 capsizing. 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.
to read	15. (d)	RUDDER	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.	C.8.3 RUDDER C.8.3.1 USE C.8.5 MAINTENANCE AND REPAIR	(b) The maximum rudder angle between the leading edge of the blade and the bottom edge of the rudder head is 78°. (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.
to read	15. (k)	RUDDER	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.	C.8.5 MAINTENANCE AND REPAIR	(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.
to read	30. (f)	MAST	Rule 5 shall be amended to read as follows: The 4.7 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	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: 4 mm ii. ILCA 7 Lower mast spar: 3 mm iii. ILCA 6 Lower mast spar: 3 mm
to read	30. (g)	CLOTHING AND EQUIPMENT	Rule 6(a) shall be amended to read as follows: In alteration of RRS 43.1 (b) the maximum total weight of competitors clothing and equipment shall be 8 kg.	C.3.3 TOTAL WEIGHT	(a) Total weight of personal equipment is: Rig Type maximum ILCA 7 9 kg ILCA 6 9 kg ILCA 4 8 kg
to read	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 (d) World Sailing.	A.7.1	Amendments to these class rules are subject to the approval of WS in accordance with WS Regulations.
to add				Introduction	ILCA Class hulls, hull appendages, rigs and sails are manufacturer controlled and supplied only by ILCA and World Sailing approved manufacturers – in the class rules referred to as Approved Builders. 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 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.
to add				A.1 Language	A.1.2 The word "shall" is mandatory and the word "may" is permissive.

ILCA Class Rules Changes - SCR Transition

Effective Date: 01 August 2026

Status: Approved

Amendment	Old Class Rules			New Class Rules	
	number	Old Rule	Old Text	Rule SCR	SCR Text
to add				A.1 Language	A.1.3 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 “ <i>italics</i> ” the definition in the RRS applies.
to add				A.2 Abbreviations	A.2.1MNA 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
to add				A.3 Authorities	The Class Rules Authority is WS which co-operates with ILCA in all matters concerning these class rules .
to add				A.3 Authorities	The Class Authority is ILCA.
to add				A.3 Authorities	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.
to add				A.4 Administration of the Class	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 .
to add				A.4 Administration of the Class	In countries where there is no NCA, or the NCA does not wish to have an administrative function, ILCA will carry out those functions in cooperation with the NCA or the MNA.
to add				A.5 WS RULES	These class rules shall be read in conjunction with the ERS and RRS.
to add				A.6 Class Rules Changes at Events	At all events, World Sailing Policy D4 and RRS 87 apply.
to add				A.7 Class Rules Amendments	Amendments to these class rules are subject to the approval of WS in accordance with WS Regulations.
to add				A.8 Class Rules Interpretation	Interpretation of these class rules will be made in accordance with WS Regulations.
to add				B.1 Class Rules	The boat shall comply with the class rules .
to add				B.2 Class Association Markings	If required by ILCA, a valid ILCA Class Association label shall be affixed to approved equipment in a conspicuous position.
to add				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.(3) and C.10.2.a.(4)
to add				C.1.2 CONFIGURATION	(c) For District or National Championships, the NOR or SI may permit a change of rig type during the series.
to add				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.
to add				C.5 Portable Equipment C.5.2 OPTIONAL	(f) Any other equipment required by the NOR or SI.
to add				C.6 Boat C.6.2 FITTINGS (a) DEFINITIONS	ii. “Legacy Fittings” are fittings which were class legal under previous versions of the class rules and remain legal – see Appendix Section H.
to add				C.6 Boat C.6.2 FITTINGS (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.

ILCA Class Rules Changes - SCR Transition

Effective Date: 01 August 2026

Status: Approved

Amendment	Old Class Rules			New Class Rules	
	number	Old Rule	Old Text	Rule SCR	SCR Text
to add				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 <i>Technical Committee</i> or, in its absence, the <i>Race Committee</i> . (b) Fairing of the hull , hull appendages , sails or any other equipment is prohibited, except as specifically permitted in these class rules .
to add				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 <i>Technical Committee</i> or, in its absence, the <i>Race Committee</i> .
to add				C.8 Hull Appendages 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.
to add				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 <i>Technical Committee</i> or, in its absence, the <i>Race Committee</i> .
to add				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 <i>Event Technical Committee</i> or, in its absence, the <i>Race Committee</i> .
to add				C.10 Sails C.10.4 MAINTENANCE AND REPAIR	(a) Sails shall not be modified .
to add				D.1 Manufacturers	(a)The hull shall be manufactured only by an AB.
to add				D.2 General D.2.1 RULES	(a) The hull shall comply with the class rules .
to add				D.2 General 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 . (with diagram)
to add				D.2 General D.2.3 MATERIALS, CONSTRUCTION, AND DIMENSIONS	(a)Materials, construction techniques and dimensions of the hull shall comply with the IBM.
to add				D.3 Buoyancy D.3.1 CONSTRUCTION	(a) The minimum buoyancy volume of 90 litres in the form of Cubitainer inserts or expanded polystyrene form blocks.
to add				D.4 Assembled Hull D.4.1 FITTINGS (b) OPTIONAL	The following fittings shall be positioned in accordance with Measure-ment 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
to add				D.4 Assembled Hull D.4.1 FITTINGS (b) OPTIONAL	i. Mainsheet side cleats ii. Compass
to add				D.4 Assembled Hull D.4.2 TRANSOM FITTINGS PLACEMENT TOLERANCES	TRANSOM FITTINGS PLACEMENT TOLERANCES

ILCA Class Rules Changes - SCR Transition

Effective Date: 01 August 2026

Status: Approved

Amendment	Old Class Rules			New Class Rules	
	number	Old Rule	Old Text	Rule SCR	SCR Text
to add				E.1 Parts E.1.1 MANDATORY	(a) Daggerboard (b) Rudder blade (c) Rudder head
to add				E.2 General E.2.1 RULES	(a) Hull appendages shall comply with the class rules .
to add				E.2 General E.2.2 MATERIALS, CONSTRUCTION, AND DIMENSIONS	(a) Materials, construction techniques and dimensions of hull appendages shall comply with the Build Manual.
to add				E. HULL APPENDAGES E.2 GENERAL E.2.3 MODIFICATIONS, MAINTENANCE, AND REPAIR	(a) Hull appendages shall not be altered in any way except as permitted by these class rules.
to add				E.2 General E.2.3 MANUFACTURERS	(a) Hull appendages shall be manufactured by an AEM and supplied by AB.
to add				E.2 General E.2.4 IDENTIFICATION	(a) Hull appendages shall carry AB or ILCA identification markings.
to add				E.2 General E.2.6 FITTINGS (a) MANDATORY	(1) Daggerboard Stopper
to add				F.1 Parts F.1.1 MANDATORY	(a) Mast composed of upper mast spar and appropriate lower mast spar for each rig type (ILCA 4, ILCA 6, ILCA 7). ... (c) Running rigging
to add				F.2 General F.2.1 RULES	(a) The spars and their fittings shall comply with the class rules. (b) The running rigging shall comply with the class rules.
to add				F.2 General 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.
to add				F.2 GENERAL F.2.3 MANUFACTURER	(a) The spars shall be manufactured by AEM and supplied by AB.
to add				F.2 GENERAL F.2.4 IDENTIFICATION	(a) Spars shall carry AB or ILCA identification markings.
to add				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
to add				F.3 MAST F.3.1 FITTINGS (b) OPTIONAL	i. Mechanical wind indicators
to add				F.4 Boom F.4.1 FITTINGS (a) MANDATORY	(1) Gooseneck plug (2) Vang Key Plate (3) Mid boom block (4) Outhaul clamcleat (5) Mainsheet guide strap (6) Boom end eyestraps and block (7) Outhaul fairlead (8) Boom end plug
to add				F.4 Boom F.4.1 FITTINGS (b) OPTIONAL	i. "Builder Supplied" stainless steel boom slide
to add				F.5 Running Rigging F.5.3 CONTROL LINES (a) MANDATORY v. Traveller	(1)The traveller shall consist of an AEM approved traveller block set and a line.
to add				G.1 Parts G.1.1 MANDATORY	Mainsail for each rig variant (ILCA 4, ILCA 6, ILCA 7)

ILCA Class Rules Changes - SCR Transition

Effective Date: 01 August 2026

Status: Approved

Amendment	Old Class Rules			New Class Rules	
	number	Old Rule	Old Text	Rule SCR	SCR Text
to add				G.2 General G.2.1 RULES	(a) Sails shall comply with the class rules .
to add				G.2 General G.2.3MANUFACTURER	(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.
to add				G.3 Mainsail G.3.1 INSIGNIA	(a)The class insignia shall conform with the dimensions and requirements as detailed in the IBM at the time the sail is manufactured.
to add				G.3 Mainsail G.3.2 MATERIALS AND CONSTRUCTION	(a) Materials, construction techniques and dimensions of mainsails and battens shall comply with theIBM.