

RC LASER CLASS

1/15/06

The radio controlled (RC) Laser was designed by Bruce Kirby and developed by Jon Elmaleh in 1995. The RC Laser is produced by one manufacturer, Out There Technologies, under license from Bruce Kirby, Inc.

The RC Laser is a One-Design class regulated by the manufacturer to insure strict performance control worldwide. The manufacturer controls the design and manufacture of the RC Laser.

SECTION A - FUNDAMENTAL RULES STRUCTURE

A.1 One-Design Clause – The primary purpose of these class rules is to regulate all RC Laser boats, used for racing, to be equal in boat speed.

A.1.1 Anything not specifically permitted by these class rules is PROHIBITED.

A.2 Abbreviations –

IRCLCA International RC Laser Class Association

RCLCANA RC Laser Class Association – North America

RRS Racing Rules of Sailing

OTT Out There Technologies LLC – licensed builder

ISAF International Sailing Federation

NCA National Class Association

A.3 Authority – These rules are established and maintained by the licensed builder of the boat, and, as such, are independent of any organization.

A.3.1 Neither the ISAF, nor any DM, nor any NCA, nor a recognized measurer is under any legal responsibility with respect to these class rules or accuracy of measurement and no claim arising from them can be entertained.

A.3.2 Any group of RC Laser owners may lobby the licensed builder to change specific class rules.

A.4 Language

A.4.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.4.2 The word "shall" is mandatory and the word "may" is permissive.

A.5 Licensed Builder

A.5.1 The licensed builder has a building agreement from Bruce Kirby Inc. and is authorized to distribute the Laser trademark.

A.5.2 All equipment, (Hulls, keels, rudders, equipment, fittings, spars and sails) shall be manufactured by the licensed builder in accordance with the RC Laser design, as approved by Bruce Kirby Inc.

A.6 Class Rules and their Interpretation

A.6.1 Any discrepancy or conflict in interpretation of these regulations shall be referred to the licensed builder.

A.6.2 Class-wide interpretation of these rules shall be made by the licensed builder. Event interpretations shall be carried out in accordance with the RRS. The race organizing authority shall inform the IRCLCA of their ruling as soon as practical after the event.

A.6.3 In the case of a measurement dispute on the hull, spars, sails, battens, keel, rudder, rigging, types of fittings or equipment, and the placing of the same not explicitly covered by these class rules, 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 licensed builder who shall give a ruling.

SECTION B - ORGANIZATION

B.1 Administration of the Class

B.1.1 The licensed builder may assign the administration of the class by country.

B.1.2 The licensed builder may appoint an advisory committee to help with administration, and/or to advise on rule changes.

B.2 Identifying Numbers

B.2.1 Sail numbers shall be issued by the class secretary in each country. Any boat that will enter competition at any level, must apply for, and display, official sail numbers.

B.2.2 Boat sail numbers shall stay with the boat. Upon a transfer of ownership, the Class Secretary shall be notified.

B.3 Proposed Amendments to Class Rules

B.3.1 Amendments to these class rules shall be proposed to the licensed builder for consideration.

B.3.2 It is the responsibility of all racing sailors to inspect the class rules for changes.

SECTION C - CONDITIONS FOR RACING

C.1 Equipment

C.1.1 General - Unless specifically authorized by these class rules, only hulls, sails and other items of equipment manufactured by the licensed builder shall be used. No addition or alteration may be made to any part of the boat as manufactured, except when such alteration or change is specifically authorized by these class rules. See list of authorized modifications at end of this document.

C.1.2 Limitations - Except in cases of authentic damage or loss, not more than 1 hull, 1 of each authorized sail size, 1 of each authorized mast per sail, 1 boom per authorized mast, 1 keel, and 1 rudder shall be used during a race or series of races.

C.1.3 RC Electronic Equipment - The sail winch servo shall not be altered or replaced with a different servo. The receiver, transmitter, switch, and steering servo may be altered or replaced with similar equipment. The boat battery pack may be comprised of 4 or 5 "AA" cell batteries. Batteries may be alkaline, NiCad, or Nickel Metal Hydride.

C.1.4 Sail Numbers – All boats used in competition must carry approved (font, size, color) registration numbers on both sides of their sail. An additional "1" shall be prescribed by the race committee in the event of a clash with numbers. Where there

remains a clash of sail numbers, the race committee shall prescribe other numbers until the clash is resolved.

C.2 Crew - The crew shall consist of 1 person, but may be more with special permission by the Race Committee.

C.3 Advertising - Class races shall be category B in accordance with the ISAF.

C.4 Certificate - No measurement certificate is required, however, boats are subject to inspection by the race committee at any time during a regatta or series to determine compliance with these regulations.

SECTION D – PERFORMANCE RESTRICTIONS FOR RACING

D.1 – HULL & DECK

D.1.1 The hull may **not** be sanded, filled, or painted. Damage may be repaired as long as the hull surface and shape is not improved over the original in any way.

D.1.2 Self-adhesive letters, tape, or decals may be fitted to the deck and hull. Felt-tip markers may also be used for this purpose.

D.1.3 Damaged or worn parts must be replaced by parts supplied by the licensed builder and shall be installed as were the original parts.

D.2 – UNDERWATER APPENDAGES

D.2.1 Keel and Rudder - The keel and rudder may be sanded for the sole purpose of removing rough mold ridges. The shape and smoothness of the keel and rudder may not be changed in any way. Damage to the ballast lead coating may be filled, faired and recoated.

D.3 - RIGGING

D.3.1 Spars - Damaged or worn spars and spar fittings shall be replaced using parts supplied by the licensed builder and shall be installed as was the original.

D.3.2 Running Rigging - Unless specifically permitted, no sheet or line shall be attached to another sheet or line. Each sheet or line shall be of a continuous length of uniform diameter and shall be rigged as follows:

D.3.2.1 The mainsheet shall be attached to the slider ring on the boom, led through the screw eye on the deck and attached to the mainsheet control loop.

D.3.2.2 The mainsheet control line shall be attached to the winch drum, run either around the mast step, or around the bow pulley, and attached back to the winch drum. A piece of shock cord may be attached to the line between the mainsheet attachment loop and the drum on the same side of the line as the mainsheet attachment point.

D.3.2.3 The outhaul line shall be attached to the middle slider ring on the boom, led through the aft slider ring on the boom and attached to the clew of the mainsail.

D.3.3 Line Specification - Lines used for the control line, mainsheet, outhauls and downhauls may be of any material deemed suitable by the boat owner.

D.4 – SAILS

D.4.1 Official Sails -The sole sail maker shall be the licensed builder. The licensed builder logo shall appear near the tack of the sail and the Laser logo shall appear near the top of the sail. Such marks may not be removed, altered, or hidden.

D.4.2 Attachments - Wind Flow indicators may be attached to any point of the sail and may be made of any material.

D.4.3 Repair - Sail damage may be repaired. Sail repairs shall be made only with plastic or cloth-backed tape. Sail dimensions shall not be increased in size by repairs. Any repair to a sail for the purpose of increasing stiffness is not allowed.

D.4.4 Sail Numbers – RC Laser sail numbers are a specific size, color and font in accordance with ISAF regulations. Sail numbers are issued by each national or district secretary and are the only numbers authorized to be used on sails. Only the last two digits of the hull registration number are to be placed on the sails according to diagram presented by class secretary.

D.4.5 Sail decorations – Sails may be decorated using decals, tape or markers, but such markings shall not interfere with easy identification of the sail numbers or the Laser logo.

Modifications/Clarification to Rules as of 1/15/06

The following rules modifications, additions, and subtractions have been added to the base rule.

C.1 Equipment - The following modifications are recognized by this regulation:

- Clips are authorized to fasten mainsheet to the boom slider.
- Clips are authorized to fasten the outhaul line to either the boom slider or to the sail clew.
- Beads/caps are authorized for use on wire ends of sliders to make it easier on fingers.
- The antenna installation may be modified in any means that does not affect the speed of the boat through the water
- Battery holder, or 5 pack, may be located anywhere on the cockpit floor.
- Replacement of steering rods (wires) with other materials (string), and other means of adjustment (bowsies) is authorized. The tiller and steering yoke on servo may not be altered.
- A standard boom may be shortened to a minimum of 17”in length for use with the C sail.

C.1.2 Limitations. The old regulation allowed only one mast of each size. The new C.1.2 authorizes one mast and one boom per authorized sail.

C.4 Certificate This paragraph is clarified in that boats are usually inspected at major regattas, and may be re-inspected at any time during a regatta to ensure compliance.

D.4.1 Official Sails This paragraph is expanded to make it clear that official marks may not be removed, altered or hidden.

D.4.4 Sail Numbers – This paragraph has been completely rewritten to clarify the application of sail numbers.