New Rule No.	New Rule Wording (2026 Version)	Original Rule No. (2023 Version)	Original Rule Wording (2023 Version)
A.1.1	The official language of the class is English and in case of dispute over translation the English text prevails.	Introduction / Object	The English text of the ILCA Class Rules shall govern.
A.1.2	The word “shall” is mandatory and the word “may” is permissive.	*New Rule*	No equivalent in 2023 rules (ERS-standard interpretive provision added).
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.	*New Rule*	No equivalent in 2023 rules (ERS-standard interpretive provision added).
A.2.1 / A.2.2	Abbreviations (MNA, ILCA, NCA, ERS, RRS, WS, IBM, AB, AEM, NOR, SI) and definitions of IBM, AB, AEM.	*New Rule (partly derived from Definition of Builder)*	Definition of Builder: “A Builder is a manufacturer that is manufacturing the hull, equipment, fittings, spars, sails and battens in strict adherence to the Construction Manual, and has been approved as a Builder by each of World Sailing and the International Laser Class Association.” (Other abbreviations are new.)
A.3.1	The Class Rules Authority is WS which co-operates with ILCA in all matters concerning these class rules.	*New Rule*	No equivalent in 2023 rules (ERS-standard authority provision added).
A.3.2	The Class Authority is ILCA.	*New Rule*	No equivalent in 2023 rules (ERS-standard authority provision added).
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.	*New Rule*	No equivalent in 2023 rules (ERS-standard disclaimer added).
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.	*New Rule*	No equivalent in 2023 rules (administration provision added).
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.	*New Rule*	No equivalent in 2023 rules (administration provision added).
A.5.1	These class rules shall be read in conjunction with the ERS and RRS.	*New Rule*	No equivalent in 2023 rules (ERS/RRS linkage added).
A.6.1	At all events, World Sailing Policy D4 and RRS 87 apply.	*New Rule*	No equivalent in 2023 rules (event rule-change provision added).
A.7.1	Amendments to these class rules are subject to the approval of WS in accordance with WS Regulations.	Rule 31 (Amendments)	Amendments to these Rules shall be approved by each of: (a) the World Council, (b) 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, and (c) World Sailing. [Note: 2026 Version simplifies to WS approval per WS Regulations;

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			member-ballot/World Council mechanics dropped from the rule text.]
A.8.1	Interpretation of these class rules will be made by ILCA in accordance with WS Regulations.	Rule 2 (Measurement) / Interpretations	Disputes referred to the Chief Measurer of ILCA who gives a final ruling in consultation with a World Sailing Technical Officer; Class Rule Interpretations published by ILCA. [2026 Version generalises to ILCA interpretation per WS Regulations.]
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).	Part One – Hull Identification	All boats shall have an identification number moulded into the deck under the bow eye or into the transom, which shall be either the sail number or a unique production number. Boats with sail numbers from 148200 shall display a unique World Sailing Building Plaque purchased by the builder from ILCA, displaying the sail number and permanently fixed in the rear of the cockpit by the builder.
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 exceptions: (a) pre-148200 numbers may correspond to the moulded-in/plate number; (b) supplied/chartered/borrowed boats may use the crew's own boat number with Technical/Race Committee approval; (c) organiser-provided hull/sail may use any number with ILCA approval.	Rule 4(a) & Rule 4(e)	4(a) For boats up to sail number 148199, the sail number is a number moulded into the deck under the bow eye or into the transom, or displayed on a plate attached to the rear of the cockpit. For boats from 148200 the sail number is on the WS Building Plaque. 4(e) Exceptions: organiser-provided hull/sail (single/double/triple digit with ILCA approval); borrowed/chartered boats may use the competitor's own boat number with written Race Committee approval; damaged-sail number changes with written permission.
B.1.1	The boat shall comply with the class rules.	*New Rule (general eligibility statement)*	Implicit in 2023 Fundamental Rule; no standalone equivalent.
B.2.1	If required by ILCA, a valid ILCA Class Association label shall be affixed to approved equipment in a conspicuous position.	*New Rule*	No equivalent label-marking provision in 2023 rules.
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 One – Sail Identification	Sails manufactured after 1 January 2001 shall have attached near the tack an ILCA authorized sailmaker button purchased from ILCA. ILCA 7 MKII sails shall have orange buttons and ILCA

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			6, ILCA 4 and ILCA 7 MKI (cross-cut) sails shall have red buttons.
C.1.1	RRS changes: RRS 50.1(b) modified per C.3.3(a); RRS G1(a) so insignia on one side only; RRS G1.3(a) for number/letter positioning; RRS G1.2(a) per C.10.2.	*New Rule (consolidated RRS modifications)*	2023 rules embedded RRS modifications within individual rules (e.g. Rule 4, Rule 6); 2026 Version consolidates the RRS-change list.
C.1.2	The boat may be raced with one of three rig types (ILCA 7, 6 or 4). In a series the rig type shall not be changed (series = two or more races counting to an overall total). District/National Championships may permit a rig change via NOR/SI.	Rules 29(b)–(d) & 30(b)–(d)	29(b) The ILCA 6 rig may be used in any class regatta subject to 29(c)... (c) only in District Championships and higher when prescribed in NOR/SI. (d) In a series an ILCA 6 rig shall not be changed for an ILCA 7 or ILCA 4 rig. A series is 2 or more races that count towards an overall points total. [Parallel provisions for ILCA 4 in Rule 30.]
C.2.1	The crew consists of one or two persons (amendable by NOR/SI). When two persons race they shall race together throughout the race/series. The body of the crew shall not be positioned forward of the mast when racing.	Rule 7(a) & 7(b)	7(a) The boat shall be raced with either one or two persons aboard. When two persons race a boat they shall race together throughout the entire race or series of races without alternating at the helm. 7(b) No part of the helmsman or crew may be placed forward of the mast while racing.
C.2.2	Each person of the crew shall be a current member of ILCA.	Rule 9 (Class Association Membership)	No person is permitted to race in any Fleet, interFleet, District, or other sanctioned event unless at least one member of the crew is a current member of ILCA. [2026 Version strengthens: each crew member must be a member.]
C.3.1	When afloat the crew shall wear a personal flotation device meeting at least ISO 12402-5 (50N), USCG Type III, AS 4758 Level 50, or equivalent (except briefly while changing/adjusting). Inflatable PFDs are not permitted.	*New Rule*	No PFD standard specified in 2023 rules.
C.3.2	Optional personal equipment: a compass, timing device or combination (per C.5.2(a)); one camera; a heart rate monitor with no wind/speed/position capability.	Rule 28 & Interpretation 4	Rule 28: One camera may be attached to the sailor or mounted on the boat if the hull cavity is not pierced except by fasteners. Interpretation 4: a heart rate monitor with no additional function or capability is permitted, complying with Class Rule 22.
C.3.3	Total maximum weight of personal equipment: ILCA 7 = 9 kg, ILCA 6 = 9 kg, ILCA 4 = 8 kg. Non-floating clothing/equipment shall not exceed 500g (within the limit) except protective sailing clothing. RRS Appendix H applies for weighing.	Rule 6(a)–(c), Rule 29(f), Rule 30(g)	6(a) For RRS 50.1(b) the maximum total weight of competitors' clothing and equipment shall be 9kg (ILCA 6/4 see part 4). 6(b) Competitors shall not wear/carry non-floating clothing/equipment exceeding 500 grammes dead weight except protective sailing clothing. 6(c) Three coat

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			hangers may be used instead of a rack. Part 4: ILCA 6 = 9 kg (29(f)); ILCA 4 = 8 kg (30(g)).
C.4.1	Advertising may be displayed only in accordance with the World Sailing Advertising Code. Advertising shall not be placed on the sail window ply.	Rule 10 (Advertising)	Advertising, including competitor advertising, is permitted in accordance with World Sailing Regulation 20 – Advertising code; except that the sail window shall be kept free of advertising or other graphic material.
C.5.1	Mandatory portable equipment: safety equipment or positioning devices required by the NOR or SI.	Rule 25 (Safety Equipment)	Any additional equipment required by an international, national or other governing authority for safety purposes may be fitted or carried provided it is not used in contravention of the FUNDAMENTAL RULE.
C.5.2	Optional portable equipment: compass/timing device (no wind/speed/position capability; electronic uses only magnetic input); cockpit/deck devices not on inspection ports and not piercing hull cavity except by fasteners; clips/ties/bags for consumables and personal equipment; one camera not piercing hull cavity except by fasteners; wind indicator not cutting the sail or impairing buoyancy; any other equipment required by NOR/SI.	Rules 22, 21, 28, 23	Rule 22: One compass mounted on the deck/cockpit if hull cavity not pierced except by fasteners; not fitted to inspection ports; electronic self-contained digital compasses using only magnetic input permitted; timing devices permitted; must not display/transmit/store wind speed, wind direction, boat speed or position. Rule 21: Clips, ties or bags to stow or secure safety or other equipment may be used. Rule 28: camera. Rule 23: Wind indicators may be attached provided the sail is not cut and buoyancy is not impaired.
C.6.1(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.	Rule 26(a)	Repairs and preventative maintenance to the sail, hull, deck, centreboard, rudder, mast, boom or any fittings and fixings may be carried out without violation of these Rules provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
C.6.1(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.	Rule 26(b) & 26(c)	26(b) In the event of failure of any fittings, or replacement as authorised, the fitting/replacement shall be the same type as the original and placed in a position conforming to the Measurement Diagrams. 26(c) Preventative maintenance includes replacement of fasteners provided the replacement does not alter the function of the fitting.

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C.6.1(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.	Rule 24 (Tape and Line)	The use of flexible adhesive tape or similar, line or heat shrink tube is permitted to secure shackle pins and clips, and to bind sheets, control lines and rigging, except that tape or line shall not be used to construct new fittings or modify the function of existing fittings.
C.6.1(d)	Lubricants may be used without restriction except on the hull – see C.7.2(a).	Rule 26(f)	The use of lubricants is unrestricted except that they shall not be used on the hull (below the gunwales).
C.6.1(e)	Reference points (marks) may be placed on the deck, spars and lines.	Rule 3(b)xii	Reference points (marks) may be placed on the deck, spars and ropes.
C.6.2(a)	Fittings definitions: “Standard Fittings” are current builder-supplied fittings; “Legacy Fittings” were class legal under previous rules and remain legal (Appendix H); single block = one sheave, double block = two sheaves; a line used solely to attach items is a “Tie Line”.	Rule 3(a)ii–iv & 3(b)v	3(a)ii Standard Fittings listed (cunningham fairlead/clam cleat, outhaul clam cleat/fairlead, traveller fairleads, vang cleat block, vang key block, vang key, traveller clam cleat, mainsheet block). 3(a)iii “Optional” fitting replaces/adds to a Standard Fitting. 3(a)iv “Builder Supplied” fitting. 3(b)v single block = one sheave; double block = two sheaves. 3(a)i Tie Line = line that exclusively attaches items together.
C.6.2(b)	Maintenance & 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.	Rule 3(b)vi	The fairleads and clam cleats may be replaced in the same position with an identical size and shape fitting. Clam cleats may include a through hole attachment point.
C.6.2(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.	Rule 3(a)vi	When an “Optional” block, or shock cord is attached to a fitting, line, mast, boom or the sail, it may be attached either with or without a shackle, clips, balls, hooks and/or a tie line.
C.6.2(d)	Use of Legacy Fittings: a Legacy Fitting in use at the effective date may remain on that boat; shall not be newly installed where not currently in use; may be replaced only with an identical Legacy Fitting or the equivalent Standard Fitting; once replaced with a Standard Fitting it shall not be reinstalled; a Standard Fitting shall not be replaced with a Legacy Fitting.	*New Rule*	No grandfathering/legacy-fitting framework in 2023 rules (the legacy items were simply the standard fittings then in force).
C.7.1(a)	Only one hull shall be used during an event. If lost or damaged beyond repair, a replacement hull may be used only with approval of the Technical Committee or, in its absence, the Race Committee.	*New Rule*	No one-hull-per-event / replacement-approval rule in 2023 rules.
C.7.1(b)	Fairing of the hull, hull appendages, sails or any other equipment is prohibited, except as specifically permitted in these class rules.	*New Rule (general fairing prohibition)*	2023 rules addressed sanding/finish per item (Rules 11, 14, 15) but had no general fairing-prohibition statement.

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C.7.2(a)	Polishing, sanding and refinishing of the hull 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.	Rule 11 (Hull Finish)	11(a) Waxing, polishing and fine wet and dry sanding of the hull is permitted, provided the intention and effect is to polish the hull only. Polishing/sanding shall not be used to remove mould imperfections. 11(b) Sanding and refinishing with the intention or effect to lighten the hull or improve the performance, finish, materials or shape beyond the original is not permitted.
C.7.2(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.	Rule 26(e)	Any flotation equipment (flotation foam blocks or Cubitainer inserts) that is defective or has been removed shall be replaced by fully air filled, builder supplied, Cubitainer inserts which shall have an equal volume to the defective or removed flotation equipment.
C.7.2(c)	One layer of any material, maximum thickness 2mm and maximum size 30mm x 30mm, may be applied at the leading edge of the daggerboard case deck flange. Vertical cuts may be made to conform to the shape, and the material may overlap onto the deck surface for better fixation.	Rule 14(d)	One layer of any material of maximum 2mm thickness and of a maximum size of 30mm x 30mm may be applied at the top front corner of the centreboard case. Vertical cuts are allowed in the material to allow it to conform to the shape of the centreboard case.
C.7.2(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.	Rule 19(a)	...In addition, a disc of uniform thickness not exceeding 1mm in thickness may be placed in the bottom of the mast step. [2026 Version adds the non-permanent-attachment/inspection requirement.]
C.7.2(e)	A retaining line may be attached to the transom drain bung and the gudgeon.	Rule 12 (Transom Drain Bung)	A retaining line may be attached to the transom drain bung and the gudgeon.
C.7.2(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 level is permitted. Fairing the flat surface of the bailer to match the hull, or changing its profile, is not permitted. The drain bung may be removed from the self-bailer, and the opening pin secured to the cockpit floor with self-adhesive plastic tape. Builder-supplied O-rings may be replaced if the basic function is unchanged.	Rule 13 (Self Bailer)	A self-bailing device supplied only by the builder may be added. The bailer may be sealed with tape, filler or glue along its edge and at the screw hole. Filling the screw hole level is permitted. Fairing the flat surface to the hull shape or changing the profile is not permitted. The drain bung may be removed and the opening pin secured to the cockpit floor with self adhesive plastic tape. Builder-supplied o-rings may be substituted provided the basic function is unchanged.

New Rule No.	New Rule Wording (2026 Version)	Original Rule No. (2023 Version)	Original Rule Wording (2023 Version)
C.7.2(g)	Inspection ports with an internal diameter not exceeding 153mm may be installed on the deck or in the cockpit to access the hull cavity. Each shall have watertight threaded covers (bayonet-mounted parts are not considered threaded). Storage receptacles permitted under hatch covers.	Rule 20 (Inspection Ports)	Inspection ports not exceeding 153 mm internal diameter may be installed on the deck or in the cockpit to provide access to the hull cavity, provided fitted with watertight threaded covers (bayonet mounted parts deemed not threaded). Storage receptacles are permitted underneath hatch covers.
C.7.2(h)	Anti-abrasion material may be installed at the traveller fairleads to prevent wear of the deck.	Interpretation 2	Repairs and Maintenance: Sailors may apply anti-abrasion material at the traveller fairleads to prevent wear of the deck as a form of preventative maintenance under rule 26(a).
C.7.3(a)	Deck Fittings: the deck block fitting may have one or two single blocks attached (supported by spring, ball, plastic tube or tape); the deck cleat base is for attaching two cam cleats (cunningham and outhaul) with fixing hole centres of 27mm, which may include a bridge and a fairlead with or without rollers on the aft exit.	Rule 3(b)viii a)–c)	viii(a) The cunningham fairlead may be replaced with a Builder Supplied deck block fitting which may have one or two single Optional blocks attached. (b) The Optional deck blocks may be supported with a spring, ball, plastic tube or tape. (c) The cunningham clam cleat may be replaced with a Builder Supplied deck cleat base for attaching two Optional cam cleats (cunningham and outhaul) with fixing hole centres of 27 mm; may include a bridge and a fairlead with or without rollers on the aft exit.
C.7.3(b)	Hiking Strap: may be replaced with any non-stretch material and padded; may be fixed forward by clamping under the mainsheet block plastic pressure plate or using both the daggerboard friction attachment plate and the mainsheet block plastic pressure plate; the aft support line may be rigged fixed or adjustable, may include one cleat and/or one ring/thimble/shackle (a sheaveless “shock block” is considered a ring); a shock cord may be attached between the aft end and the traveller cleat or the hiking strap eye straps.	Rule 17(a)–(d) & Interpretation 3	17(a) The hiking strap may be substituted with any type of non-stretch material and may be padded. (b) Fixed at the forward end by wrapping around the mainsheet block plastic pressure plate or using both the centreboard friction attachment plate and the mainsheet block plastic pressure plate. (c) The supporting line may be rigged fixed or adjustable and may include one cleat; one ring, thimble, or shackle; or both. (d) A shock cord may be attached between the aft end and either the traveller cleat or the hiking strap eye straps. Interpretation 3: a sheaveless block such as the “shock block” will be considered a ring for rule 17(c).
C.8.1	Only one daggerboard and one rudder head and blade shall be used throughout an event. If lost or damaged beyond repair, a replacement may be used only with approval of the Technical Committee or, in its absence, the Race Committee.	*New Rule*	No one-appendage-per-event / replacement-approval rule in 2023 rules.

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C.8.2.1(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: bow eye, cunningham fairlead, deck block fitting, or mast, to prevent loss in a capsize. May be looped around the bow but not attached to the gunwale; when on the bow eye may also pass through the deck block fitting or cunningham fairlead. Attachment by knots/loops, tie lines, shackles, clips, hooks or eyes.	Rule 14(f)	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 capsize. May be looped around the bow but shall not be attached to the gunwale. Attachment by knots or loops, tie lines, shackles, clips, hooks or eyes. When attached to the bow eye it may also pass through the deck block fitting or the cunningham fairlead.
C.8.2.1(b)	Rope handle 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. Plastic/rubber tube and/or tape permitted on the handle.	Rule 14(a)	A rope handle passing through not more than two holes of maximum diameter 12.5 mm above a line drawn from the bottom of the centreboard stop, parallel to the top of the centreboard is permitted. A plastic/rubber tube and/or tape are permitted on the handle of the centreboard.
C.8.3.1(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.	Rule 15(j)	The rudder shall be maintained in the full down position except whilst racing in water less than 1.5m deep unless otherwise specified in the sailing instructions.
C.8.3.1(b)	The maximum rudder angle between the leading edge of the blade and the bottom edge of the rudder head is 78°.	Rule 15(d) & 15(e)	15(d) 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. 15(e) To restrict the rudder angle to maximum 78 degrees... the lower forward spacing pin may be wound with flexible adhesive tape.
C.8.3.1(c)	The rudder downhaul line may have multiple purchases.	Rule 15(g)	The rudder downhaul line may have multiple purchases.
C.8.4.1(a)	The tiller and tiller extension are unrestricted except that the tiller: shall be removable from the rudder head; shall be fitted with a cleat, hook, pin or eye to secure the downhaul; shall (except for normal wear 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.	Rule 16(a)	The tiller and tiller extension are not restricted in any way except that the tiller: i. shall be capable of being removed 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.
C.8.4.1(b)	A tiller retaining pin is optional.	Rule 16(c)	The use of a tiller retaining pin is optional.

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C.8.5	Maintenance & repair of appendages: polishing/sanding/refinishing of daggerboard and rudder blade permitted only for routine maintenance/cleaning, not to alter shape/dimensions/thickness/profile/texture or improve performance, and not to remove original imperfections; daggerboard stopper components may be secured by glue/screws/bolts/nuts/tape/washers if shape/dimensions not reduced; rudder blade and head holes may be enlarged to max 10mm diameter with larger bolt (head/nut/washers within 20mm circle); leading edge may be trimmed at the spacing pin for the 78° angle; lower forward spacing pin may be wrapped with tape to restrict to 78°; rudder pintles may be fitted with spacers; a hole may be drilled in the top pintle with a pin/clip to prevent loss; padding of uniform thickness may be used in the blade/head gap (combined thickness max 20.4mm); tiller may have a max 200mm anti-wear strip/tube above the straight edge where the traveller crosses.	Rules 14(b)/(c)/(g), 15(a)/(b)/(c)/(d)/(e)/(f)/(h)/(k), 16(b)	15(c) rudder blade/head holes enlarged to max 10mm, bolt/bush replaced; head/nut/washers within 20mm circle. 15(d) leading edge cut at spacing pin for 78°. 15(e) lower forward spacing pin wound with tape. 15(f) pintles fitted with spacers. 15(h) hole drilled in top pintle with pin/clip. 15(k) padding in blade/head gap, combined thickness max 20.3mm [2026 Version: 20.4mm]. 14(b) trailing-edge sharpening within 100mm; 15(a) within 60mm; 14(c)/15(b) surface refinishing if shape/thickness/characteristics unaltered. 14(g) centreboard stopper components secured by glue/screws/bolts/nuts/washers. 16(b) anti-wear strip/tube max 200mm above the straight edge where the traveller crosses.
C.9.1(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 approval of the Technical Committee or, in its absence, the Race Committee.	*New Rule*	No one-spar-set-per-event / replacement-approval rule in 2023 rules.
C.9.2.1	Mast use: reference points (marks) may be placed on the spars; a mast retention line is mandatory (loose retention line or shock cord allowing at least 180° mast rotation between the cunningham fairlead or deck block fitting and the mast vang tang or gooseneck; clips/hooks/shackles/balls may be used); tape or bushing material may be applied to the plastic end cap, upper mast collar and upper mast for a snug fit (uniform thickness, only on sliding portions); flexible adhesive tape may be applied to the upper/lower mast joint within 40mm above and below to prevent rotation.	Rules 3(b)xi, 19(c), 19(d)	3(b)xi To secure the mast in the event of a capsize, a loose retention line or shock cord (allowing 180 degree plus mast rotation) shall be tied/attached between the cunningham fairlead or deck block fitting and the mast tang or gooseneck. 19(c) Tape or bushing material may be applied to the plastic end cap, the collar of the upper mast and the upper mast to ensure a snug fit (uniform thickness, only on sliding portions; fairing above the collar prohibited). 19(d) Flexible adhesive tape may be applied to the joint of the upper and lower mast sections to a limit of 40mm above and below to prevent rotation.
C.9.3.1	Boom use: reference points may be placed on the spars; the boom outhaul cleat shall not be removed; the stainless steel mainsheet eye strap between the two boom blocks may be replaced with a soft strap (max width 26mm) fixed only using the builder-drilled holes as shown in the diagram.	Rules 18(b), 3(f)viii b)	18(b) The stainless steel mainsheet eye strap between the two blocks on the boom may be replaced with a soft strap. The maximum width shall be 26mm. The soft strap shall only be fixed using the holes drilled by the builder. 3(f)viii(b) The boom outhaul clam cleat shall not be removed.

New Rule No.	New Rule Wording (2026 Version)	Original Rule No. (2023 Version)	Original Rule Wording (2023 Version)
C.9.4	Mast maintenance & repair: aluminium mast spars may be reversed if the fittings are replaced per the Measurement Diagrams (holes in the mast top section permanently sealed with a rivet to maintain buoyancy); to prevent abrasion of the mast step, tubes or collars of uniform thickness not exceeding 1mm total may be placed around the entire circumference of the lower mast or step cavity (not extending more than 10mm above deck level); the mast or mast cavity may be lubricated.	Rules 26(c), 19(a), 19(b)	26(c) The reversing of spars is permitted if the fittings are replaced in accordance with the Measurement Diagrams. Any holes in the top section of the mast shall be permanently sealed with a rivet or similar to maintain the buoyancy of the mast. 19(a) To prevent abrasion of the mast step, tubes or collars of uniform thickness not exceeding 1 mm 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. 19(b) The mast or mast cavity may be lubricated.
C.9.5.1	Control lines (use): mainsheet not controlled aft of the forward boom block except to facilitate a tack or gybe; tail may be knotted/tied to the base of the mainsheet block, hiking strap, support line or shock cord (satisfying the knotting requirement); control lines uniform thickness but may vary at a load-bearing splice; blocks in cunningham/vang/outhaul systems shall have sheaves 15–30mm diameter; only single or double blocks (may include becket, swivel and/or shackle); free ends of different control lines (except mainsheet) may be tied together or to any deck fitting/daggerboard/handle/retaining-line rope loop (not to shock cord, except mainsheet); rope loop handles covered with plastic/rubber tube and/or tape may be included anywhere on the free end.	Rules 3(c)i, 3(c)ii, 3(b)ii, 3(b)iv, 3(b)v, 3(b)x, 3(b)ix	3(c)i The mainsheet shall not be controlled aft of the forward boom block except to facilitate a tack or gybe. 3(c)ii Tail may be knotted/tied to the base of the mainsheet block, hiking strap, support line or shock cord. 3(b)ii Control lines uniform thickness but may vary for a splice at the load bearing attachment point. 3(b)iv Optional blocks shall have sheaves of diameter not less than 15mm and not more than 30mm. 3(b)v Only single or double Optional blocks; may include becket, swivel and/or shackle. 3(b)x Free ends may be tied together/to deck fittings; not to shock cord (except mainsheet). 3(b)ix Rope loop handles covered with tube/tape on the free end.
C.10.1	Only one sail per event (replacement with Technical/Race Committee approval if damaged beyond repair); in a series a sail shall not be changed without written permission (only if damaged beyond repair or unrepairable before the next race; damaged sail not used again even if repaired); a damaged-sail change may use a differing number only with written permission.	Rule 7(c) & Rule 4(e)iii	7(c) In a series of races a sail shall not be changed for another unless written permission for an individual change is obtained from the race committee. Written permission only in the event of a sail damaged beyond repair or unrepairable before the next race; the damaged sail shall not be used again in that series even if subsequently repaired. 4(e)iii when a sail is damaged and Rule 7(c) applies the sail number may contravene 4(a) and (e)ii only with written Race Committee permission.

New Rule No.	New Rule Wording (2026 Version)	Original Rule No. (2023 Version)	Original Rule Wording (2023 Version)
C.10.2(a)	National letters and sail numbers shall comply with the RRS except as prescribed; only adhesive numbers/letters (no permanent ink); last four digits in one dark distinctive colour, preceding digits contrasting (red recommended); national letters required at World/Regional Championships and International Events, all one colour; size/spacing/positioning specified for ILCA 7 (h300/w200/t45mm), ILCA 6 (h300/w200/t45mm), ILCA 4 (h220-240/w150/t30mm) with leech offsets and batten-pocket reference lines.	Rule 4(b)–(f), Rule 29(e), Rule 30(e)	4(b) Numbers per RRS as amended: Height 300mm, Width 200mm (excl digit 1), Thickness 45mm, spacing min 50mm; after 1 Mar 1998 adhesive only. 4(c) Positioning 400mm below the middle batten pocket seam, 100mm from leech. 4(d) Last four digits one dark colour, preceding contrasting (red recommended). 4(f) National letters same type/size/spacing; required at World/Regional/International events. Rule 29(e): ILCA 6 positioning. Rule 30(e): ILCA 4 (Height 220mm min, 240mm max, Width 150mm, Thickness 30mm, spacing 30mm; 270mm reference).
C.10.2(b)	National flags: if required by NOR, a 567 x 337mm (±5mm) national flag applied to both sides of the mainsail, approximately parallel to and not touching the numbers/letters, printed on separate material (no paint/ink), corresponding to the national letters, aft edge 100–150mm from the leech between the numbers and the batten pocket below; ILCA 4 MKI positioned below and within 50mm of the bottom batten pocket.	Rule 4(h)	If required by the NOR/SI, a national flag with a nominal size of 567 x 337 mm shall be applied to both sides of the mainsail. Positioned with the aft edge within 100 and 150 mm of the leech and between the sail numbers and the batten pocket below. Printed on separate material; permanent ink pens forbidden. The flag shall correspond to the national letters. (ILCA 4: below and within 50 mm of the bottom batten pocket.)
C.10.2(c)	Red rhombus: sails at World/Regional Championships, International Events or events requiring women competitors to be identified shall carry a red rhombus above the top batten pocket on both sides; minimum size/position per diagram; may be retained for racing in other events.	Rule 4(g) & Red Rhombus Instructions	Sails used in women's events (World/regional championships; international events; events that prescribe women be identified) shall carry a red rhombus above the top batten pocket on both sides. Minimum size and approximate position per the diagram. The rhombus may be retained for racing in other events.
C.10.3(a)	The sail may be reefed by rolling it around the mast 1 or 2 times.	Rule 27 (Reefing)	The sail may be reefed by rolling the sail around the mast 1 or 2 times.
C.10.4(a)	Sails shall not be modified.	*New Rule (explicit statement)*	Implicit in 2023 Fundamental Rule and Rule 26(d); no standalone equivalent.
C.10.4(b)	Damaged sails may be repaired, but sail panels and luff sleeves shall not be replaced.	Rule 26(d)	Sail panels and luff sleeves shall not be replaced.
D.1(a)	The hull shall be manufactured only by an AB.	Fundamental Rule / Definition of Builder	The boat shall be raced... manufactured by a World Sailing and ILCA approved builder in strict adherence to the Construction Manual.
D.2.1(a)	The hull shall comply with these class rules.	*New Rule (ERS structural statement)*	No standalone equivalent in 2023 rules.

New Rule No.	New Rule Wording (2026 Version)	Original Rule No. (2023 Version)	Original Rule Wording (2023 Version)
D.2.2(a)	The Hull Datum Point (HDP) is the intersection of the keel line and transom plane of the boat.	*New Rule*	No HDP definition in 2023 rules (datum derives from the measurement diagrams).
D.2.3(a)	Materials, construction techniques and dimensions of the hull shall comply with the IBM.	Fundamental Rule / Rule 1	...in strict adherence to the boat design specification (Construction Manual). Rule 1: spars, sails, battens, centreboard, rudder, and placing of fittings/equipment shall conform to the Measurement Diagrams.
D.3.1(a)	The minimum mandatory buoyancy volume is 90 litres in the form of Cubitainer inserts or expanded polystyrene foam blocks.	*New Rule*	No explicit minimum buoyancy volume in the 2023 class rules (governed by the Construction Manual).
D.4.1	Mandatory hull fittings positioned per Measurement Diagram D4.3 (bow eye, deck block fitting, deck cleat base, daggerboard friction pad, hiking strap eyestraps, mainsheet block eyestrap, traveller cleat, traveller fairleads, grabrails, mainsheet block attachment fitting; plus gudgeons, transom drain bung, rudder retaining clip). Optional: mainsheet side cleats, compass.	Measurement Diagrams (pp.33-40) & Rule 3(c)iv	Measurement Diagrams: Mainsheet block attached to eyestrap in position A; Centreboard Brake in position B; eyes at aft end of cockpit; wooden backing plates under the deck for cam/clam cleats. 3(c)iv One mainsheet clam or cam cleat may be mounted on each side deck. [2026 Version consolidates the mandatory/optional fitting list with the diagram.]
D.4.2	Transom fittings placement tolerances.	Measurement Diagrams	Transom/fitting placement tolerances shown in the 2023 Measurement Diagrams (e.g. AFT EDGE OF FITTING 1186 +/- 12, etc.).
D.4.3	Hull Fittings Measurement Diagram.	Measurement Diagrams (pp.33-40)	Measurement Diagrams form part of the 2023 rules (Rule 1).
E.1.1	Mandatory parts: daggerboard, rudder blade, rudder head.	*New Rule (ERS parts list)*	2023 rules referenced centreboard and rudder throughout (Rules 14, 15) but had no formal parts list.
E.2.1(a)	Hull appendages shall comply with these class rules.	*New Rule (ERS structural statement)*	No standalone equivalent in 2023 rules.
E.2.2(a)	Materials, construction techniques and dimensions of hull appendages shall comply with the IBM.	Fundamental Rule / Rule 1	...conform to the Measurement Diagrams / Construction Manual.
E.2.2(b)	Wooden daggerboards and rudders are permitted if the boat was originally supplied with them.	Rule 14(e) & 15(i)	14(e) A wood centreboard shall not be used on a hull that was originally supplied with a non wood centreboard. 15(i) A wood rudder shall not be used on a hull that was originally supplied with a non wood rudder.
E.2.3(a)	Hull appendages shall be manufactured by an AEM and supplied by an AB.	*New Rule (AEM framework)*	2023 rules referenced only the approved Builder; no AEM construct.
E.2.4(a)	Hull appendages shall carry AB or ILCA identification markings.	*New Rule*	No appendage identification-marking provision in 2023 rules.

New Rule No.	New Rule Wording (2026 Version)	Original Rule No. (2023 Version)	Original Rule Wording (2023 Version)
E.2.5(a)	Mandatory fitting: daggerboard stopper.	Rule 14(g) / Measurement Diagrams	The components of the Builder Supplied centreboard stopper... (Centreboard Brake in the Measurement Diagrams).
E.3	Measurement Diagrams (appendages).	Measurement Diagrams (pp.33-40)	Measurement Diagrams form part of the 2023 rules.
F.1.1	Mandatory parts: mast (upper mast spar plus appropriate lower mast spar for each rig type); boom (an aluminium upper mast spar may be modified to create a boom); running rigging.	*New Rule (ERS parts list)*	2023 rules referenced spars/mast/boom throughout but had no formal parts list. (Spar reversing/use of an upper section as a boom relates to Rule 26(c).)
F.2.1	The spars and their fittings shall comply with these class rules; the running rigging shall comply with these class rules.	*New Rule (ERS structural statement)*	No standalone equivalent in 2023 rules.
F.2.2	Materials/construction/dimensions of the spars shall comply with the IBM. An aluminium or composite upper mast may be used. An aluminium or composite ILCA 6 bottom mast may be used.	*New Rule (composite spars) / Fundamental Rule*	2023 rules required builder-supplied spars per the Construction Manual; the explicit aluminium-or-composite option for upper mast and ILCA 6 lower mast is new.
F.2.3(a)	The spars shall be manufactured by AEM and supplied by AB.	*New Rule (AEM framework)*	2023 rules referenced only the approved Builder; no AEM construct.
F.2.4(a)	Spars shall carry AB or ILCA identification markings.	*New Rule*	No spar identification-marking provision in 2023 rules.
F.3.1	Mast fittings – mandatory: upper mast bottom plug, upper mast top plug, upper mast collar, lower mast base plug, lower mast vang tang, lower mast gooseneck fitting. Optional: mechanical wind indicators.	*New Rule (consolidated fittings list) / Rule 23*	Mast components shown in 2023 Measurement Diagrams; Rule 23 permits wind indicators. 2026 Version consolidates a mandatory mast-fittings list.
F.4.1	Boom fittings – mandatory: gooseneck plug, vang key plate, mid boom block, outhaul clam cleat, mainsheet guide strap, boom end eyestrap and block, outhaul fairlead, boom end plug. Optional: builder-supplied stainless steel boom slide.	*New Rule (consolidated fittings list) / Rule 3(g)i*	Boom components in 2023 Measurement Diagrams; 3(g)i references the builder-supplied stainless steel boom slide with quick release. 2026 Version consolidates a mandatory boom-fittings list.
F.5.1(a)	Control line materials: control lines shall be synthetic ropes (adjustable splices and integrated adjustable soft shackles not permitted); in a system with more than one control line, lines of different diameter shall not be joined together.	Rule 3(b)i & 3(b)iii	3(b)i Control lines shall be natural or synthetic rope. 3(b)iii In a control line system where more than one control line is permitted, lines of different diameter shall not be joined together. [2026 Version removes natural rope and bars adjustable splices/soft shackles.]
F.5.2(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.	Rule 3(a)i	The Cunningham, outhaul, vang, traveller and mainsheet are the Control Line Systems. The cunningham, outhaul and vang Control Line Systems may include more than one Control Line as allowed in Rules 3(d)i, 3(e)i and 3(f)i.
F.5.2(b)	A line is a “Control Line” if any part of the line moves along its axis during adjustment. Each Control Line shall be a single piece and uniform in thickness and material.	Rule 3(a)i	A line is a Control Line if any of the line moves along its axis during adjustment of the Control

New Rule No.	New Rule Wording (2026 Version)	Original Rule No. (2023 Version)	Original Rule Wording (2023 Version)
			Line System... Each Control Line shall be a single piece of uniform thickness and material.
F.5.2(c)	A “Turning Point” is a sheave in a block, rope loop, thimble-reinforced rope loop, the outhaul fairlead, a shackle, part of a fitting, a sail cringle, a mast or a boom around which a moving Control Line passes; blocks on the deck block fitting and cam cleats on the deck cleat base are not counted for the outhaul/cunningham rules; the sheave in the vang swivel arm is not counted for the vang rule.	Rule 3(a)v	A “Turning Point” is 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, sail cringle, mast or boom around which a moving Control Line passes, except that the cunningham fairlead, the Optional blocks attached to the Builder Supplied deck block fitting, the cunningham clam cleat, and the Optional cam cleats attached to the Builder Supplied deck cleat base will not be counted as Turning Points in Rules 3(e)i and 3(f)i.
F.5.3(a) Mainsheet	The mainsheet shall be a single line attached to the becket of the aft boom block, then passed through the traveller block, aft boom block, boom eye strap, forward boom block and mainsheet block, knotted/tied after the mainsheet block. The mainsheet block may be replaced by any single block with/without a jamming device, mounted per the diagram (supported by spring/ball/tube/tape). One mainsheet clam or cam cleat of any type may be mounted on each side deck per diagram D.4.3.	Rule 3(c)i, 3(c)iii, 3(c)iv	3(c)i The mainsheet shall be a single line, attached to the becket of the aft boom block, then passed through the traveller block, aft boom block, boom eye strap, forward boom block and mainsheet block, then knotted/tied. 3(c)iii The mainsheet block may be replaced by any type of single block with or without a jamming device, mounted in the diagram position (supported by spring/ball/tube/tape). 3(c)iv One mainsheet clam or cam cleat of any type may be mounted on each side deck.
F.5.3(a) Outhaul	Outhaul system: no more than two control lines, blocks or loops for purchase and no more than 6 Turning Points; attached to the boom end, outhaul fairlead, sail or quick-release system, passing through the boom outhaul fairlead at least once (fairlead counts as a Turning Point); additional purchases via rope loops/blocks using the fairlead/clam cleat/boom/mast/gooseneck; Optional block on clew or quick-release; one or two blocks on the gooseneck within 100mm of the gooseneck bolt; a shock cord inhaul on the clew; shock cord/rope loops to keep lines close to the boom; deck-led system passes once through the deck block fitting block and once through the deck cleat base cam cleat.	Rule 3(f)i–viii	3(f)i Outhaul system: maximum of two control lines, Optional blocks or loops and a maximum of 6 Turning Points. 3(f)ii attached to the boom end/outhaul fairlead/sail/quick release, passing through the boom outhaul fairlead at least once. 3(f)iii additional purchases via loops/blocks. 3(f)iv block on the clew/quick release. 3(f)v one or two blocks on the gooseneck within 100mm of the gooseneck bolt. 3(f)vi shock cord inhaul on the clew. 3(f)vii shock cord/rope loops to retain lines close to the boom. 3(f)viii deck-led outhaul system.

New Rule No.	New Rule Wording (2026 Version)	Original Rule No. (2023 Version)	Original Rule Wording (2023 Version)
F.5.3(a) Cunningham	Cunningham system: no more than 3 control lines, blocks or loops with a maximum of 5 Turning Points; primary line securely attached to mast/gooseneck/mast vang tang/shackle (or vang cleating fitting attachment point/becket block), passing through the sail tack cringle as a moving line (cringle counts as a Turning Point); additional purchases via loops/blocks using the boom, tack cringle, gooseneck, mast vang tang, shackle, swivel, or vang cleating attachment point; line passes once through the deck block fitting block and once through the deck cleat base cam cleat.	Rule 3(e)i–iv	3(e)i Cunningham system: maximum three control lines, Optional blocks or loops with a maximum of 5 Turning Points. 3(e)ii attached to the mast/gooseneck/mast tang/swivel/shackle or vang cleating fitting attachment point/becket block, passing through the sail tack cringle as a moving line (cringle is at least one Turning Point). 3(e)iii additional purchases. 3(e)iv passes once through the cunningham fairlead/Optional block and once through the clam/cam cleat.
F.5.3(a) Vang	Vang system: runs between the mast vang tang and the boom key fitting, comprising 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; a shackle may attach the vang cleating unit; the vang key block may have a spare key (straight or bent, secured with tape/elastic/Velcro) or be replaced with an Optional vang key block; the vang cleating fitting attaches directly to the mast vang tang and shall not be modified (wear parts replaceable with equivalents).	Rule 3(d)i–x	3(d)i The vang system shall be between the mast tang and the boom key fitting, comprising the vang cleat block, the vang key block, a maximum of two control lines, loops and/or Optional blocks with a maximum of 7 Turning Points. 3(d)ii–iv vang cleat block attached to the mast tang/swivel/shackle (max 80mm). 3(d)v–vii vang key block spare key; key straight or bent, held with tape/elastic/velcro; replaceable with an Optional vang key block. 3(d)x Builder Supplied vang cleating fitting incorporating turning points and a cam cleat, attached directly to the mast tang, not modified; wear parts replaceable.
F.5.3(a) Traveller	The traveller shall be a single line, rigged as a simple closed loop through the traveller eyes with the free end passing through the traveller cleat. A splice not extending through the nearest traveller eye may be used at the non-free end.	Rule 3(h)i	The traveller shall be a single line. It shall be rigged as a simple closed loop through the traveller eyes and 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.
F.5.3(a) Clew Tie Down	The clew shall be attached to the boom by a tie line or webbing strap (with or without a fastening device) wrapped around the boom and through the sail cringle, a quick-release system on a tie line/soft strap, or a builder-supplied AEM stainless steel boom slide with quick-release. An additional outhaul extension tie line may be added. If a tie line, it may pass through beads and/or tubes to reduce friction.	Rule 3(g)i & 3(g)ii	3(g)i The clew shall be attached to the boom by a tie line or webbing strap with or without a fastening device wrapped around the boom and through the cringle, a quick release system attached to a tie line or soft strap, or a Builder Supplied stainless steel boom slide with quick release. An outhaul extension tie line may be added. 3(g)ii If a tie line, it may be passed through solid balls with holes and/or tubes to reduce friction.
F.6	Measurement Diagrams (rig): upper mast, ILCA 7/6/4 lower mast, boom, and mast spar curvature limitations (upper 4mm, ILCA 7 lower 3mm, ILCA 6 lower 3mm;	Rule 5 / Measurement Diagrams	Rule 5: No mast which has a permanent bend shall be used at any time. Measurement

New Rule No.	New Rule Wording (2026 Version)	Original Rule No. (2023 Version)	Original Rule Wording (2023 Version)
	defined as greatest deviation from a straight edge with the spar rotated in all positions).		Diagrams show mast/boom dimensions. [2026 Version adds numeric curvature tolerances.]
G.1.1	Mandatory: mainsail for each rig variant (ILCA 4, 6, 7).	*New Rule (ERS parts list)*	No formal parts list in 2023 rules.
G.2.1(a)	Sails shall comply with these class rules.	*New Rule (ERS structural statement)*	No standalone equivalent in 2023 rules.
G.2.2	Sails shall be manufactured by an approved AEM and supplied through an AB. Battens shall be manufactured by an approved AEM, supplied through an AEM, and complete with batten caps.	*New Rule (AEM framework) / Fundamental Rule*	2023 rules required sails/battens from the approved Builder per the Construction Manual; the AEM construct is new.
G.2.3(a)	The mainsail shall carry an ILCA certification label and an ILCA authorized sailmaker button purchased from the ILCA attached near the tack.	Part One – Sail Identification	Sails manufactured after 1 January 2001 shall have attached near the tack an ILCA authorized sailmaker button purchased from ILCA. [2026 Version adds the ILCA certification label.]
G.3.1(a)	The class insignia shall conform to the dimensions and requirements detailed in the IBM at the time the sail is manufactured.	*New Rule (insignia per IBM)*	2023 rules did not specify insignia dimensions in the class rules (governed by the Construction Manual).
G.3.2	Materials, construction techniques and dimensions of mainsails and battens shall comply with the IBM. Tell tales are permitted.	Fundamental Rule / Rule 23(b)	...in adherence to the Construction Manual. 23(b) Ribbons, wool or similar wind indicators may be attached to the sail. [Tell tales ≈ the ribbon/wool provision.]
G.3.3	Measurement diagrams for ILCA 7 (MKI, MKII), ILCA 6, ILCA 4 (MKI, MKII) sails.	Measurement Diagrams (pp.35-39)	ILCA 7 MKI/MKII, ILCA 6, ILCA 4 sail and mast bottom-section diagrams form part of the 2023 rules.
G.4.1	Batten measurement for ILCA 4, 6 and 7 MKI sails when using 1 classic end cap and 1 concave end cap.	Concave Batten Caps diagram (p.40)	Diagrams illustrating batten measurement using classic and concave end caps (400mm top batten max, 600mm lower battens max; concave measured to the middle of the cap).
H.1	List of Legacy Fittings: plastic cunningham fairlead (with/without SS insert); vang cleat block; swivel connecting vang cleat block to mast vang tang; vang key block; Optional single blocks on the vang cleat block via clevis pin/bolt (total turning points ≤ 7); plastic/metal cunningham clam cleat; plastic outhaul clam cleat; plastic outhaul fairlead; plastic traveller clam cleat; plastic traveller fairleads; wooden foils; legacy vang & systems; legacy sail designs (ILCA 7 MKI standard, ILCA 4 MKI, ILCA 6 MKI); aluminium upper and ILCA 6 lower spars; metallic gudgeons.	Rules 3(a)ii, 3(b)vii, 3(d)ii/viii, 14(e), 15(i) (standard fittings/foils now reclassified as legacy)	These items were the standard builder-supplied fittings and equipment under the 2023 rules (e.g. 3(a)ii Standard Fittings; 3(b)vii plastic cunningham fairlead with stainless steel insert; 3(d)ii vang cleat block and swivel; 3(d)viii Optional single blocks on the vang cleat block via clevis pin/bolt; 14(e)/15(i) wood foils). 2026 Version reclassifies them as Legacy Fittings retained for backwards compatibility.