GC32
CLASS RULES
2015

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The GC32 was designed in 2012 by Martin Fischer for The Great Cup BV

INDEX

INTRODUCTION

This introduction only provides an informal background and the International GC32 International Class Rules proper begin on the next page.

GC32 hulls, hull appendages, rigs and sails are manufacturing controlled.

GC32 hulls, hull appendages, rigs and sails shall only be manufactured by from The Great Cup BV or licensed manufacturers. Equipment is required to comply with the International GC32 Building Specification.

GC32 hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

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

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

Note: Where the class permits IHC it should be mentioned here which items may be produced under IHC.

PLEASE REMEMBER:

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

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

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.1.2 The word "shall" is mandatory and the word "may" is permissive.

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 "*italics*" the definition in the RRS applies.

A.2 ABBREVIATIONS

A.2.1

ISAF	International Sailing Federation
MNA	ISAF Member National Authority
ICA	GC32 International Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
GCBV	Great Cup BV

A.3 AUTHORITIES

A.3.1 The international authority of the class is the ISAF which shall co-operate with the ICA in all matters concerning these **class rules**.

A.3.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the ISAF.

A.3.3 The ICA or MNA or an **official measurer** are under no legal obligation with respect to these **class rules**. No legal responsibility with respect to these **class rules**, or accuracy of measurement, rests with the ICA, their employees, agents and representatives. No claim arising from these **class rules** can be entertained.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 ISAF has delegated its administrative functions of the class to ICA.

A.5 CLASS RULES CHANGES

A.5.1 At Class Events – see RRS 89.1.d) – At all other events RRS 87 applies.

A.6 CLASS RULES AMENDMENTS

A.6.1 Amendments to these **class rules** are subject to the approval of the ISAF in accordance with the ISAF Regulations.

A.7 CLASS RULES INTERPRETATION

A.7.1 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations. An *owner* may seek an interpretation by submitting a request in writing to the ICA, or the ICA may initiate an interpretation.

A.8 PERMITTED CHANGES & ADDITIONS

A.8.1 Permitted changes to a GC32 may be made as specified in Appendix X, as approved by the ICA. Appendix X shall be updated when amendments or changes have been made and posted separately on the noticeboard, and forms part of these **class rules.**

A.9 SAIL NUMBERS

A.9.1 Sail numbers shall be issued by the ICA.

A.9.2 RRS Appendix G shall apply.

A.10 HULL CERTIFICATION

A.10.1 One Design Certificate shall record the following information:

(a) Class
(b) Sail number
(c) Owner
(d) **Hull** identification
(e) Builder/Manufacturers details
(f) **Boat weight** before **corrector weights**
(g) **Corrector weights**
(h) Date of issue of initial One Design Certificate
(i) Date of issue of One Design Certificate

A.11 VALIDITY OF ONE DESIGN CERTIFICATE

A.11.1 A **hull** manufacturer declaration becomes invalid upon:

(a) the change to any items recorded on the **hull** manufacturer declaration,
(b) withdrawal by the **certification authority**,
(c) the issue of a new One Design Certificate,

A.12 INVALIDATION AND WITHDRAWAL

A.12.1 For violation of these Rules and/or non-compliance with the directions of the ICA, the ICA may withdraw or invalidate a **boat's** One Design Certificate. The re-validation fee for such invalidated **certificate** shall be €500 and will increase progressively with each next re-validation of the same **certificate** (€500 >> €1000 >> €2000 etc.).

Section B – Boat Eligibility

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

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The **boat** shall:

(a) be in compliance with the **class rules**.

(b) have a valid One Design Certificate.

(c) have a builder identification plug on the transom of each **hull**.

B.2 EVENT INSPECTION

B.2.1 A role of **Equipment Inspector**s at an event is to verify that equipment has been produced by a Licensed Manufacturer and has not been subsequently altered (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a reference sample of the type of equipment presented for inspection. Should this comparison reveal deviation greater than the **Equipment Inspector** considers being within manufacturing tolerances, the matter shall be reported to the Race Committee. Such occurrences shall be reported to ICA.

B.3 EQUIPMENT INSPECTION

B.3.1 In the event of a dispute alleging non-compliance with these **Class Rules**, where specific dimensions are not stated, the following procedure shall be followed: A sample of the dimensions for the disputed item shall be obtained by taking the identical measurement from 3 **boat**s or items of equipment, which are not the subject of the dispute; the dimension(s) of the disputed **boat** or items of its equipment taken using the same method as above shall be compared to the sample. If any of the dimensions obtained from the disputed **boat** or item of equipment lie outside the corresponding range of dimensions found in the sample, the matter together with the details of the measurement methods shall be referred to the international **Class Authority**.

B.4 ONE DESIGN CERTIFICATE

B.4.1 Each GC32 owner shall have a valid online One Design Certificate for his/her **boat**. An annual One Design Control Fee shall be payable for each **boat** to the **Class Authority**. This will issue an online One Design Certificate for the respective calendar year. The One Design Control Fee is defined by the ICA. Change of ownership will invalidate a **boat**'s One Design Certificate and the new owner may apply for a new **certificate**. An additional fee per component shall apply for **certification** or re-**certification** of individual components due to repair or replacement in accordance with these **class rules**.

PART II – REQUIREMENTS AND LIMITATIONS

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

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

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

(a) The RRS shall apply. Any deletions or changes to RRS shall be stated in the GC32 Racing Tour Rules, the NOR and SI.

(b) The ERS Part I – Use of Equipment shall apply.

C.2 CREW

C.2.1 LIMITATIONS

(a) The **crew** shall consist maximum of 5 persons.

(b) No **crew** member shall be substituted during an event unless prior written request to the race committee.

(c) The number of **crew** during a regatta shall not be changed.

(d) **Crew** shall be weighed only during registration time.

(e) If there is a change from the original **crew**, if the new **crew** is over the weight of the replace **crew**, the whole **crew** has to re-weigh before continue racing.

(f) The team owner has to be a fully registered member of the GC32 International Class Association.

C.2.2 WEIGHTS

	maximum
The total weight of the **crew** dressed in underwear	437,5 kg

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

(a) The **boat** shall be equipped with a **personal floatation device** for each **crew** member to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AUS PFD 1.

(b) Every **crew** have to wear helmets and **personal flotation devices** for racing**.**

(c) Each **crew** shall carry a personal knife at all times whilst on board.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with the ISAF Advertising Code. (See ISAF Regulation 20), unless a change is permitted by agreement with ISAF, in such case the permission and the changes shall be contained in the GC32 Racing Tour Rules and the NOR.

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

(a) FOR USE

(1) Minimum 2 fully functioning, waterproof, marine VHF radios with access to the channels specified by the Race Officer.

(2) First aid kit in waterproof container or bag. This first aid kit can also be carried on the support **boat**/team rib.

(3) On each **boat**, two safety knives shall be fastened on top of the trampoline and two safety knives shall be fastened underneath the trampoline, all in the vicinity of the primary winches

(4) **Boats** shall have 2 righting lines installed at each forward beam/**hull** intersection. Righting lines shall be made from Dyneema of minimum length 10 meters and minimum diameter 8mm . One end shall be spliced and cow hitched to the forward beam, located near the **hull**. The free end shall have an opening splice with a minimum 500mm tail bury. The free end shall be fastened at the forward beam intersection with the opposite **hull**, and the length fastened with cable ties to the underside of the trampoline.

C.5.2 OPTIONAL

(a) FOR USE

(1) Electronic instruments, any wind indicators, GPS and Compass.

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

(3) **Sheet** catcher may be added to the jib.

(3) Mooring lines

(4) Water Bottle Holders

(5) Trampoline covers along each of the **hulls** (2 total) with a maximum size of 700 mm x 4000 mm optional with winch handle pockets.

(6) Winch handle pockets

(7) Further removable storage for equipment, food, water etc. may be added.

C.6 BOAT

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) Maintenance, replacement, modification and repairs - including but not limited to painting and sanding- require the prior written approval of the ICA, and shall restore and maintain **class rule** compliance. Retrospective approval may only be given if repair or replacement is due to accidental loss or damage whilst racing and carried out from the first scheduled race until the end of racing on the final day of a regatta. Such damage, loss, repair or replacement shall be reported without any delay to:

i. the Race Committee and Class Measurer (in order to check **class rule** compliance and **corrector weight** aspects of the repaired or replaced equipment).

ii. the ICA

(b) Individual components shall be weighed in equipped conditions as specified in these **class rules**. If a component is damaged and repaired in accordance with C.6.1, the recorded weight of the **boat** shall be adjusted by an amount equal to the change in weight of the repaired component without the necessity to re-weight the whole **boat**.

(c) The use of shock-chord, lines, pulley, blocks, cleats, rings, velcro, and flexible adhesive tape is free, but can not change the purpose of any equipment or can not modify the sheeting angle when loaded. The method of attaching these fittings to the **hull** is unrestricted but shall not modify the fittings position, the effective operation of the fitting nor the intended purpose or action of any equipment and provided their fixing gives no performance advantage.

(d) The method of attaching the supplied **halyards** and **sheet** arrangements to the **boom**, **mainsail**, jib and gennaker is optional. Provided that such attachment shall not be longer than 100 mm.

(e) Replacements of fasteners with alternatives of the same specifications from any supplier are permitted.

(f) Original supplied blocks, cleats, clutches and shackles can be replaced, with other brand products but with same dimensions (see Appendix D).

(g) Original supplied winches can not be replaced (see Appendix D).

C.6.2 MEASUREMENT

(a) Measurements shall be taken in units of the metric system.

(b) Length measurements shall be rounded to the nearest mm.

(c) Weights shall be rounded to the nearest 0.1 kg, unless otherwise stated.

(d) The weight of the complete **boat** shall be rounded to the nearest kg.

C.6.3 WEIGHT

	minimum	maximum
The weight of the **boat** in dry condition	kg	kg

(a) The weight shall be taken excluding all **portable equipment** as listed in C.5 but including:

(1) **Rudders**, **rudder** heads and tiller gear, tiller extension

(2) Standing and **running rigging**.

(3) **Mast**, **boom** and **gennaker pole**.

(4) Trampolines and optional trampoline covers.

(5) Daggerboards

(6) Any fixture or fitting permanently attached to the **boat**.

(b) Permanently fixed electronic equipment shall be weighed before installation by an ICA approved and certified measurer. The weight of this electronic equipment shall be specified in the One Design Certificate and deducted from the total weight of the boat.

C.6.4 CORRECTOR WEIGHTS

(a) When the **boat** weight is less than the minimum requirement, standardised **Corrector weights** of lead – as supplied by ICA- shall be equally divided, clearly visible and permanently fastened centered to the main part of the front and aft beam. When the allotted weight is an odd number of kilos the heavier division shall be fastened to the front beam permanently fastened to the front beam

(b) The method of fastening the **corrector weights** is optional, provided that are readily adaptable and removable. The weight of materials used to fasten the **corrector weights** shall not be included in the **corrector weights** calculation

(c) **Corrector weights** shall not be tampered with or removed, during the course of the regatta, without the express permission of the ICA.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) No modifications are permitted unless specified by other applicable an amendments to the **class rules**.

(b) All maintenance shall be carried out in a way that the **hulls** are retained in the original condition profiles without any kind of fairing.

(c) Repairs may only be carried out by authorised parties. If an owner considers that any repair may be necessary, they shall inform the ICA immediately, who shall determine what actions shall be taken.

(d) Waxing, polishing and application of small quantities of friction-reducing compounds (for example, McLube) on the **hulls** are permitted provided the intention and affect is to polish only (RRS 53 applies).

C.7.2 FITTINGS

(a) USE

(1) All fitting shall be in compliance with the builders specification.

(2) The inspection hatch covers shall be kept in place at all times.

C.7.3 GRAPHIC

(a) **Hull**s may be stickered and signed for promotional purposes in accordance with the ISAF Advertising Code, the GC32 Racing Tour Rules and the NOR.

C.7.4 BOW DATUM POINT

The bow datum point is the point were the prolongation of the deck extended is necessary, meet the prolongation of the bow, extended as necessary.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) No modifications are permitted unless specified by other applicable **class rules**.

(b) All maintenance shall be carried out in a way that **hull appendages** are retained in the original profiles without any kind of fairing. Recoating or painting of the **hull appendages** is permitted. The Builder No Plaque shall always remain visible and readable.

(c) Repairs may only be carried out by authorised parties. If an owner considers that any repair may be necessary, they shall inform the ICA immediately, who shall determine what actions shall be taken.

(d) Waxing, polishing and application of small quantities of friction-reducing compounds (for example, McLube) on the **hull appendages** are permitted provided the intention and affect is to polish only (RRS 53 applies).

C.8.2 LIMITATIONS

(a) Only one set of **daggerboards** and one set of **rudders** blade shall be used during an event except when a **hull appendage** has been lost or damaged beyond repair.

C.8.3 DAGGERBOARD

(a) USE

(1) No part of the upper edge of a **daggerboard** shall be lower than the upper edges of the upper **daggerboard** bearing plate.

(2) The highest point of the the aft edge of the **daggerboard** shall not exceed 2130 mm from the deck in any position.

C.8.5 RUDDER

(a) USE

(1) All components of the steering system shall remain installed and fully functional at all times whilst racing.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) No modifications are permitted unless specified by an amendments to the **class rules**.

(b) All maintenance shall be carried out in a way that the **rig** is retained in the original condition.

(c) Repairs may only be carried out by authorised parties. If an owner considers that any repair may be necessary, they shall inform the ICA immediately, who shall determine what actions shall be taken.

C.9.2 FITTINGS

(a) USE

(1) All fittings shall remain in place as required by the **class rules** at all times whilst racing.

C.9.3 LIMITATIONS

(a) Only one set of **spars** and **standing rigging** shall be used during an event, except when an item has been lost or damaged, and the race committee has approved the substitution.

(b) The **mast** rake shall remain unaltered whilst racing. It is forbidden adjust the **forestay** or the **shrouds** whilst racing.

(c) Only the class supplied forestay loops are to be used.

C.9.4 MAST

(a) DIMENSIONS

	minimum	maximum
Limit mark width	25 mm	-
Upper point height (P)	-	16250 mm
Lower point height (BAS)		250 mm
Fore triangle/**Forestay height** (I)		14710 mm

(b) USE

(1) The top and lower **mast spar** sections shall be fully inserted and fastened as originally supplied.

C.9.5 BOOM

(a) DIMENSIONS

	minimum	maximum
Limit mark width	25 mm	-
Outer point distance (E)	-	4480 mm

(b) USE

(1) At all times whilst racing the **boom** shall remain attached to the **mast spar**.

C.9.6 BOWSPRIT AND CENTRAL SPINE

(a) USE

(1) The bowsprit shall be rigged in a fore and aft position and attached to the centre of the main beam at the inboard end. The outboard end shall be attached to 4 bridle **stays** connected to the lateral **stay** padeye and rigged along the fore and aft centerline. The aft spine section will be rigged between the cross beams in its original position. The spine cable will attach to the aft pin.

	minimum	maximum
Foretriangle base (J)	-	3540 mm

C.9.7 STANDING RIGGING

(a) DIMENSIONS

All dimensions shall be in compliance with the builders specification.

(b) USE

(1) **Rigging** links and **rigging** screws shall not be adjusted while racing.

C.9.8 RUNNING RIGGING

(a) USE

(1) **Halyards**, **sheet**s and control lines shall be rigged in their original and readily operational position.

(b) MANDATORY

(1) **Mainsail halyard** with lock strops for full hoist and reef
(2) **Mainsail sheet**
(3) Headsail **halyard** with lock strop
(4) Headsail **sheet** with cascade system
(5) Headsail cunnigham line
(6) Gennaker **halyard** for sheave or lock system
(7) Gennaker **sheet**
(8) Gennaker **tack** line
(9) **Mainsail** cunnigham line
(10) **Mainsail outhaul**
(11) Traveller lines (inside and external to beam)
(12) **Daggerboard** Up Down lines
(13) **Daggerboard** Rake lines
(14) **Mast** rotation line
(15) Gennaker furling line
(16) Righting lines

(c) LIMITATIONS

1) **Mainsail halyard** purchase ratio shall not exceed 1:1
(2) **Mainsail sheet** purchase ratio shall not exceed 6:1
(3) Headsail **halyard** purchase ratio shall not exceed 1:1
(4) Headsail **sheet** with cascade system purchase ration shall not exceed 8:1
(5) Headsail cunnigham purchase ratio shall not exceed 8:1
(6) Gennaker **halyard** purchase ratio shall not exceed 2:1
(7) Gennaker **sheet** purchase ratio shall not exceed 1:1
(8) Gennaker **tack** line purchase ratio shall not exceed 2:1

(9) **Mainsail** cunnigham cascade purchase ratio shall not exceed 16:1

(10) **Mainsail outhaul** purchase ratio inside the **boom** shall not exceed 8:1

(11) Traveller lines external of beam purchase ratio shall not exceed 2:1

(12) Traveller lines internal of beam purchase ratio shall not exceed 3:1

(13) **Daggerboard** Up System purchase ratio shall not exceed 4:1

(14) **Daggerboard** Down System purchase ratio shall not exceed 4:1

(15) **Daggerboard** Rake lines purchase ratio shall not exceed 1:1

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

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

(b) The **sails** cannot be modified from their original shape without prior written allowance by the chief measurer.

(c) Sails may be stickered, signed and colored for promotional purposes. The class logo and the **sail** numbers have to remain always visible and readable.

(d) Battens cannot be changed from their original size and shape. It is not allowed to shorten or add length, reduce or add material, etc.

C.10.2 LIMITATIONS

(a) Not more than 1 **mainsails**, 1 jibs, 1 gennaker shall be carried aboard.

(b) Not more than 1 **mainsails**, 2 jibs, 1 gennaker shall be used during an event, except when a **sail** has been lost or damaged beyond repair.

(c) Not more than on set of **sails** (1 **mainsails**, 2 jibs, 1 gennaker) shall be used per calendar year for racing in one continental GC32 Racing Tour.

(d) If a team participates in more than one continental GC32 Racing Tour, it's allowed to register 1 additional jib and 1 additional gennaker. The total amount of **sails** per **y**ear can not exceed 6 in total.

C.10.3 MAINSAIL

(a) IDENTIFICATION

The national letters and **sail** numbers shall comply with the RRS except where prescribed otherwise in these **class rules** as per Appendix G1.

(b) USE

(1) The **mainsail** shall be hoisted on a **halyard** which shall remain attached to the **head** of the **sail** at all times whilst hoisted, and the lock shall be engaged when set.

C.10.4 JIB

(a) USE

(1) The jib shall be hoisted on the jib **halyard** which shall remain attached to the **head** of the **sail** at all times whilst hoisted, and the lock shall be engaged when set.

(2) The luff shall be attached by hanks to the **forestay**.

C.10.6 GENNAKER

(b) USE

(1) The gennaker shall be hoisted on the gennaker **halyard** which shall remain attached to the **head** of the **sail** at all times whilst hoisted,

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

(a) Starboard and port **hull**

(b) Forward and aft beam

(c) Central spine

(d) Trampoline

D.2 GENERAL

D.2.1 RULES

(a) The **hull** shall comply with the **class rules** in force at the time of initial **certification.**

D.2.2 CERTIFICATION

See Rule A.10 (**hull** certification).

D.2.5 IDENTIFICATION

(a) The **hull** shall carry the Builder No Plaque permanently placed on the transom and inside each **hull**.

D.3 ASSEMBLED PLATFORM

D.3.1 FITTINGS

(a) MANDATORY

Fittings shall be positioned in accordance with the builder specifications and not modified unless stated within the rules or their amendments.

D.3.3 WEIGHTS

	minimum	maximum
The weight of each **hull** in dry condition, with winches and all permanently fixed fittings and arrangements	kg	-
Aft beam without trampoline	kg	-
Forward beam with jib traveller system and all permanently fixed fittings including trampolines (main and forward)	kg	-
Central spine with all attached fittings and block	kg	-

D.3.4 HULL CORRECTOR WEIGHTS

(a) See rule C.6.4

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

(a) **Daggerboards**

(b) **Rudders**

E.2 GENERAL

E.2.1 RULES

(a) **Hull appendages** shall comply with the **class rules** in force at the time of **certification**.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) See Rule C.8.1

E.3 DAGGERBOARD

E.3.1 RULES

(a) The **daggerboards** shall comply with the **class rules** in force at the time of **certification**.

(b) The **daggerboards** can not be changed nor modified in any way and have to comply with the original shape and position within in the **daggerboards**.

E.3.8 DIMENSIONS

(a) DIMENSIONS

All dimensions shall be in compliance with the builders specification.

E.3.9 WEIGHTS

	minimum	maximum
Daggerboard incl. axis and sheaves	50 kg	-

E.4 RUDDER BLADE AND TILLER

E.4.1 RULES

(a) The **rudder** blades and foils and shall comply with the **class rules** in force at the time of **certification**.

(b) The foils of the **rudders** can not be changed nor modified in any way and have to comply with the original shape and position within in the **rudder.**

E.4.8 DIMENSIONS

(a) DIMENSIONS

All dimensions shall be in compliance with the builders specification.

E.4.9 WEIGHTS

	minimum	maximum
Complete **rudder** incl**.** SS fittings and tiller head.	20 kg	-

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

(a) **Mast**

(b) **Boom**

(c) Bowsprit

(c) **Standing rigging**

(d) **Running rigging**

F.2 GENERAL

F.2.1 RULES

(a) The **spars and bowsprit** and their fittings shall comply with the **class rules** in force at the time of **certification** of the **spars** and **bowsprit**.

(b) The standing and **running rigging** shall comply with the **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) See rule C.9.1.

F.2.3 FITTINGS

(a) All fittings as specified shall be installed as stated in the construction specification and the owners manual / handbook.

F.3 MAST

F.3.1 MANUFACTURER

The **spars** shall be manufactured by Southern Spars SA.

F.3.2 MATERIALS AND CONSTRUCTION

The **spars** shall be manufactured in accordance with the builder specification.

F.3.3 WEIGHTS

	minimum	maximum
Mast weight without **corrector weights**	kg	-

F.3.4 CORRECTOR WEIGHTS

(a) A lead **corrector weights** to reach the **tip weight** may be added at any location on the **mast** above the **upper limit mark** provided that it is permanently fastened.

An additional lead **corrector weight** to reach the minimum **mast weight** shall be added at the height of the **lower point**, provided that it is permanently fastened.

(b) The total weight of such **corrector weights** shall not exceed ….. kg.

F.4 BOOM

F.4.1 MANUFACTURER

The **boom** shall be manufactured by Southern Spars SA.

F.4.2 MATERIALS AND CONSTRUCTION

The **boom** shall be manufactured in accordance with the builder specification.

F.4.3 WEIGHTS

	minimum	maximum
Boom weight	kg	-

F.5 BOWSPRIT

F.5.1 MANUFACTURER

The **bowsprit** shall be manufactured by Southern Spars SA.

F.5.2 MATERIALS AND CONSTRUCTION

The **bowsprit** shall be manufactured in accordance with the builder specification.

F.5.4 DIMENSIONS

	minimum	maximum
Bowsprit length	-	mm

F.5.5 WEIGHTS

	minimum	maximum
Bowsprit weight	kg	-

F.6 STANDING RIGGING

F.6.1 MANUFACTURER

The **standing rigging** shall be manufactured by Smart Rigging BV.

F.6.2 MATERIALS AND CONSTRUCTION

All **standing rigging** shall be manufactured in accordance with the builders specification.

F.6.3 CONSTRUCTION

(a) MANDATORY

(1) 2 aramid side **stays**,

(2) 1 PBO **forestay**

(3) 2 **forestay** lateral **stays**

(4) 2 diamond PBO **stays**

(5) 2 pole end lateral **stays**

(6) 1 under spine **stay**.

F.6.3 FITTINGS

(a) All fittings as specified shall be installed as stated in the construction specification and the owners manual / handbook.

(b) Class supplied **forestay** loops are to be used.

F.7 RUNNING RIGGING

F.7.1 MATERIALS

(a) Replacement of **sheet**s, **halyards** and other control lines shall be free. These replacements do not require prior approval from the international **Class Authority**. See suggested materials and lengths in Appendix F.

F.7.2 CONSTRUCTION

(a) MANDATORY

(1) **Mainsail halyard**

(2) **Mainsail sheet**

(3) **Headsail halyard**

(5) **Headsail sheets**

(6) **Headsail** cunnigham line

(6) Gennaker **halyard**

(7) Gennaker **sheet**

(8) Gennaker **tack** line

(9) **Mainsail** cunnigham line

(10) **Mainsail outhaul**

(11) Traveller lines

(12) **Daggerboard** Up Down lines

(13) **Daggerboard** Rake lines

(14) Righting line

(b) OPTIONAL

(1) Shock-chord, lines or extensions as long as they are not to change the purpose of any equipment or can not modify the sheeting angle when loaded.

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

(a) **Mainsail**

(b) Headsail light

(c) Headsail heavy

(d) Gennaker

G.2 GENERAL

G.2.1 RULES

Class legal **sails** are produced only by the licensed manufacturer North Sails and are strict one design. Class legal battens are produced only by the licensed manufacturer C-Tech and supplied by North Sails. No alterations or repairs are permitted with out express permission from the ICA.

G.2.2 IDENTIFICATION

(a) The class insignia are produced only by the licensed manufacturer North **Sails**. The dimensions and requirements shall be as detailed in the diagram contained in Appendix H and the class insignia shall be placed in accordance with the diagram contained in Appendix H.

(b) The national letters and **sail** numbers shall comply with the RRS. The numbers shall be minimum 380 mm high. The dimensions requirements and position shall be as detailed in the diagram contained in Appendix H.

G.2.3 MATERIAL AND CONSTRUCTION

(a) All **sails** and battens shall be constructed in accordance with the builders specification.

(b) Battens cannot be changed from their original size and shape. It is not allowed to shorten or add length, reduce or add material, etc.

G.2.4 COATINGS TO SAILS

See rule C.10.1 (c)

PART III – APPENDICES

These rules in Part III are closed **class rules**. Measurement shall be carried out in accordance with ERS except where varied in this Part.

Appendix A – Deck layout

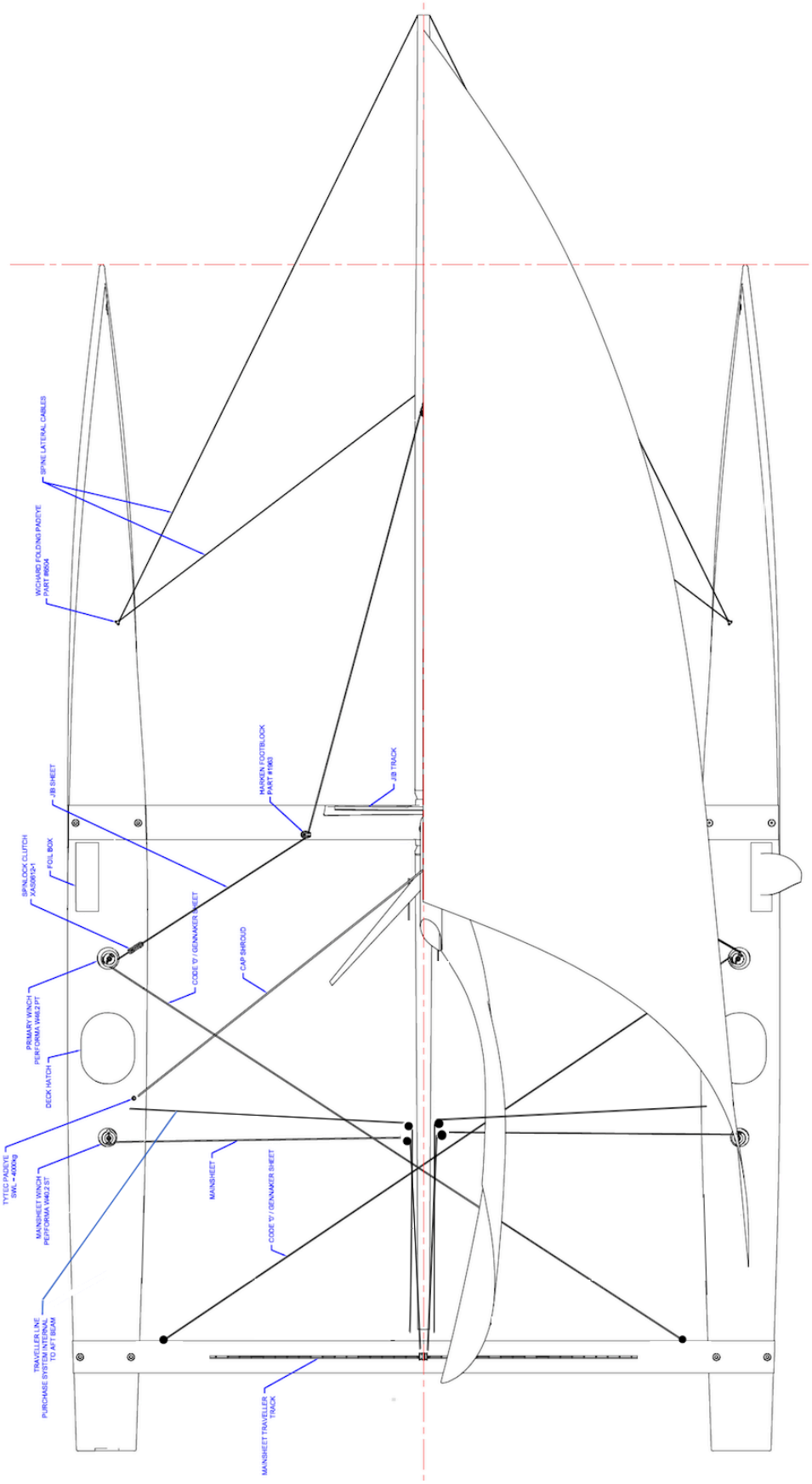
Appendix D – Hardware

Appendix F – **Running Rigging**

Appendix H – **Sails**

Appendix X – Permitted changes and additions – posted separately

APPENDIX A – Deck layout



APPENDIX D – Hardware

Mainsheet System			
Harken	57 mm High Load Single Block	3214	1
Harken	57 mm High Load Single Block with Shackle	3215	2
Harken	57 mm High Load Double Block with Shackle	3217	3
Antal	Snap Block	9030	2
Harken	Main winch	HKW 40	2
Traveller System			
Harken	57 mm High Load Single Block	3214	2
Harken	27 mm Track 2 x 1.8 M	R27.18.M	1
Harken	27 mm High Load Loop Car	T2705B.HL	2
Harken	40 mm Single Block Soft Attach	2149	2
Harken	57 mm Flip Flop Block	2145	2
Harken	27 mm ESP End Control Dead-End 3:1 (Set of 2)	E2730	2
Harken	Fiddle with Becket 75 mm	2691	4
Harken	2'25 Deck Sheave	HK727NP	4
Jib System			
Harken	57 mm High Load Single Block	3214	1
Harken	27 mm High-Load Loop Car for Jib Track	T2705B.HL	1
Harken	27 mm Jib Track Custom 1.5 M	R27.1.5M	1
Harken	27 mm Jib Track Low Beam Endstop - Set of 2	E2700	2
Harken	27 mm Jib Track Quick Pins - Set of 2	1642	2
Harken	57 mm Cheek Block	2606	2
Tyetec	NMP Block	381515	1
Tylaska	Ferrule	FR8	1
Tylaska	Ferrule	FR10	1
Spinlock	Clutch (Jib)	XAS0612/1	2
Harken	Jib Winch	HKW 46	2
Rudder Rake System			
Tyetec	Loop Thimble 60x25	TTLT602618	2
Stainless P.	Custum Rudder Rake System		2
Daggerboard Up Down System			
Harken	57 mm High Load Single Block	3214	4
Harken	57 mm Soft Attach Block	2152	10
Tyetec	Dog Bone 30x15	TTCLD12	2
Harken	57 mm Ratchet Block	2138	2
Tyetec	Pad Eye	TTDL08ALS	6
Spinlock	XTR Clutch (Board down)	XTR0812	2
Ronstan	Padeye	RF2429-02	2
Ronstan	Upstand	NO RF44140	2
Harken	57 mm High Load Sheave	727	4

Foil Rake System

Harken	40 mm Single Block Soft Attach	2149	6
Antal	Double line deck ring	R-18-36	2
Stainless P.	Custum Foil Rake System		2

Mast Rotation System

Tylaska	Dogbone 6 mm Stainless steel	DB-6SS	1
Harken	Carbon Fiddle Block Becket 40 mm	H2656	1
Harken	40 mm Soft Attach Block	2149	1
Spinlock	Spinlock Cleat	PXR0206	1

Jib Cunnigham System

Harken	40 mm Single Block Soft Attach	2149	1
Harken	57 mm High Load Single Block	3214	1
Harken	57 mm Soft Attach Single Block	2152	2
Harken	40 mm Soft Attach Single Block	2149	1
Harken	Thru Deck High Load	HK306	1
Spinlock	Spinlock Cleat	PXR0206	1
Tylaska	Dogbone 6 mm Stainless steel	DB-8SS	1

Gennaker System

Harken	57 mm High Load Single Block	3214	3
Antal	Snap Block for Furling Line	9030	4
Karver	Furling Drum	KB2	1
Karver	Furling Swivel	KB2	1

Outhaul System

Harken	40 mm Single Block Soft Attach	2149	1
Harken	57 mm Soft Attach Block	2152	1
Harken	Sheave Box	H0889	1
Harken	Cam cleat 150	H150	1
Tylaska	Dogbone 10 mm Stainless steel	DB-10SS	1

Mainsail Cunnigham System

Harken	40 mm Single Block Soft Attach	2149	4
Harken	40 mm Double Block with Shackle	2642	1
Harken	57 mm Soft Attach Single Block	2152	1
Harken	Thru Deck High Load	HK310	1
Harken	Pivoting Cleat	HK2156	2
Tylaska	Dogbone 8 mm Stainless steel	DB-8SS	1

Trampoline mounting System

Tyetec	Pad Eye	TTDL08ALS	16
Tyetec	Diamond Loop 70mm	TTDL08070	16
Tyetec	Loop Thimble 30x14	TTTL301210	16
Antal	Dyneema Pad Eye	7606	4

Shroud Connection Hull

Tyetec	Soft Pad eye D12 Long	TTDL12ALL	2
Tyetec	Thimble	LT602618	2
Tyetec	Afdekkap	TTDL12D	2

Bowsprit Side Laterals

Antal	Dyneema Pad Eye	7606	2

Optional

Blocks, thimbles, rings for take up lines or cleats for sheets

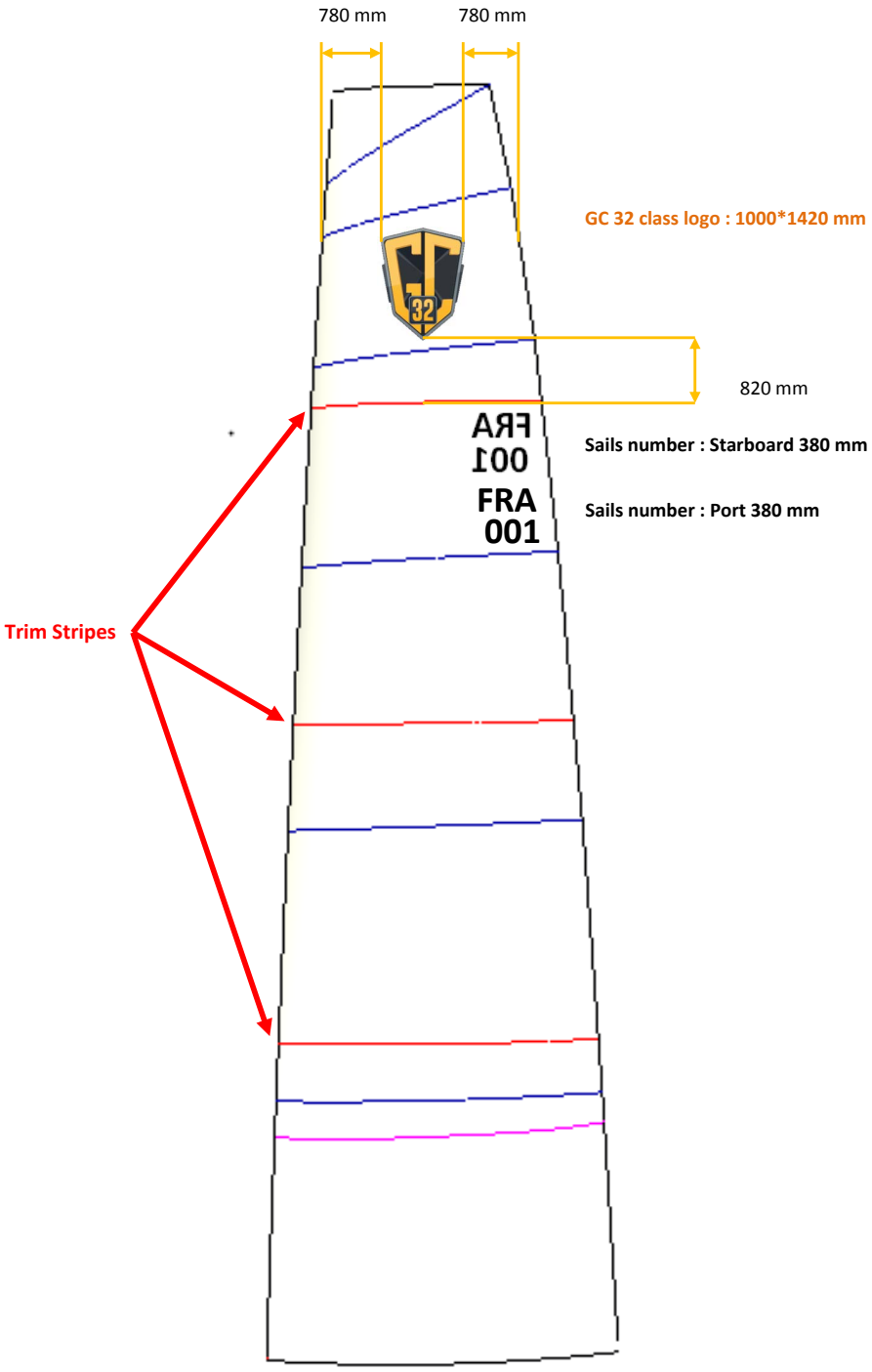
APPENDIX F – Running Rigging

Suggested material and dimensions

Description	Material	Diameter	Lenght	Amount
Tackline	Dyneema, Polyester/Technora	11 mm	10000 mm	1
Main sheet	Dyneema, Polyester/Technora	8 mm	29000 mm	1
Jib sheets	Dyneema, Polyester/Technora	8 mm	18000 mm	2
Gennaker sheets	Dyneema, PBO/Technora	8 mm	23000 mm	2
Furling line	Dyneema, Polyester/Technora	8 mm	24000 mm	1
Daggerboard Up/Down	Dyneema, Polyester/Technora	8 mm	25000 mm	2
Daggerboard rake line	Dyneema, Polyester/Technora	8 mm	24000 mm	2
Traveller in beam	Dyneema, Polyester/Technora	8 mm	46000 mm	2
Traveller above beam	Dyneema, Polyester/Technora	8 mm	8000 mm	2
Righting line	Dyneema, Polyester/Technora	8 mm	12000 mm	2
Spin halyard	Dyneema, Polyester/Technora	11 mm	38000 mm	1
Main halyard	Dyneema, Polyester/Technora	8 mm	35000 mm	1
Jib halyard	Dyneema, Polyester/Technora	8 mm	32000 mm	1
Main halyard lock reef	Dyneema, Polyester/Technora	4 mm	16000 mm	1
Mina Halyard lock full	Dyneema, Polyester/Technora	4 mm	50000 mm	1
Jib lock stop	Dyneema, Polyester/Technora	4 mm	8000 mm	1
Main trip line	Dyneema, Polyester/Technora	4 mm	18000 mm	1
Jib trip line	Dyneema, Polyester/Technora	4 mm	16000 mm	1

APPENDIX H - Sails

H1 Mainsail identification / Class logo and sail numbers



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