The GC32 was designed in 2012 by Martin Fischer for The Great Cup BV
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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 WS World Sailing
MNA ISAF Member National Authority
ICA GC32 International Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing
TGC The Great Cup BV

A.3 AUTHORITIES
A.3.1 The international authority of the class is the WS 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 WS.
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 WS 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 WS in accordance with the WS Regulations.

A.7 CLASS RULES INTERPRETATION
A.7.1 Interpretation of class rules shall be made in accordance with the WS 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 One Design Certificate 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 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 boats 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(s). Only active class members are entitled to a One Design Certificate. An annual Class Membership Fee shall be payable for each boat to the Class Authority, which includes certification and measurement but excludes the expenses incurred to complete the measurement process. This will issue an online One Design Certificate for the respective calendar year. The Class Membership 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.
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. If minimum 2 crews (or more) are female, the total crew can be maximum 6 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

<table>
<thead>
<tr>
<th>The total weight of the crew dressed in underwear</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>437.5 kg</td>
<td></td>
</tr>
</tbody>
</table>

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 with high visibility design and color visible from all sides 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 WS Advertising Code. (See WS Regulation 20), unless a change is permitted by agreement with WS, in such case the permission and the changes shall be contained in the NOR of each event or event series.

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 shall be worn by two different crew at any time while racing.
   (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.
   (5) On each boat two closed blade line cutters shall be fastened on top of the trampoline.
   (6) One spare personal air supply of at least 80 liters securely in a location, which is accessible when the boat is capsized.

C.5.2 OPTIONAL
(a) FOR USE
   (1) Electronic instruments, any wind indicators, GPS and Compass. Any external support, while racing, aiming to improve sailing performance is forbidden with the exception of GPS data reception.
   (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 and fastened only to the trampoline.
(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 or replaced in accordance with C.6.1, the recorded weight of the boat may be adjusted by an amount equal to the change in weight of the repaired component without the necessity to re-weight the whole boat prior to the next regatta.

(c) The use of shock-chord, lines, pulley, blocks, cleats, rings, velcro, and flexible adhesive tape is free, but cannot change the purpose of any equipment or cannot modify the sheeting angle when loaded. The method of attaching these fittings to the hull, spars and beams is restricted and shall not modify the effective operation nor the intended purpose or action of any equipment. It is permitted to attached by screwing cleats for sheets to the hull. It is not permitted to drill any holes in the hull, spars and beams unless specifically permitted in these rules, their appendices and/or interpretation or approved specifically by the ICA.

(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 standard products which are available on the market but with same function and same safe working loads or above (see Appendix D).

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

(h) Electric, electronic or other sensor installations shall be submitted to the ICA for approval.
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

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>The weight of the boat in dry condition</td>
<td>975 kg</td>
<td>-</td>
</tr>
</tbody>
</table>

(a) The weight of the boat shall be the total sum of the weights of the components weighed separately including:

1. Starboard and port hull with winches and permanently fixed fittings incl. thimble for shroud attachment and belt for rudder rake system.
2. Aft beam with traveller system and trampoline lashing lines, excl. mainsheet system and beam bolts.
3. Forward beam with trampolines (forward and aft), optional trampoline covers and foot straps, but excl. beam bolts and kingpost.
4. Central spine with attached fittings and blocks, excl. aft pin.
5. Bowsprit with spine cable, lateral bridle stays (4), compression post, furler drum with furler line, forestay loops, tackline and jib cascade.
6. Rudders with rudder heads (2).
7. Daggerboards with pins and sheaves (2).
8. Mast incl. all standing and running rigging, spreaders and fittings such as the gooseneck pin, incl. the board up stays and blocks but without the board up line and Antal cars.
9. Boom incl. outhaul system excl. goose neck pin, mainsheet system.

(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, Corrector weights of lead shall be equally divided, between port and starboard hull and permanently fastened on the inboard side on top of the horizontal ring frame equidistant to the forward and aft beams.
(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 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) Hulls may be stickered and signed for promotional purposes in accordance with the WS Advertising Code and the NOR of each event or event series.

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 BEAMS
C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR
(a) No modifications are permitted unless specified by other applicable amendments to the class rules.
(b) All maintenance shall be carried out in a way that the beams are retained in the original profiles without any kind of fairing. Repainting of the beams is permitted.
(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.8.2 FITTINGS
   (a) USE
       (1) All fittings shall be in compliance with the building specs.

C.8.3 GRAPHIC
   (a) The beams may be stickered and signed for promotional purposes in accordance with the WS Advertising Code and the NOR of each event or event series.

C.9 HULL APPENDAGES
C.9.1 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.9.2 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.9.3 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 aft edge of the daggerboard shall not exceed 2130 mm from the deck in any position.
C.9.5 RUDDER
(a) USE
   (1) All components of the steering system shall remain installed and fully functional at all times whilst racing.
   (2) The rake angle of the two rudders shall be the same from side to side at all times and not asymmetric.

C.10 RIG
C.10.1 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.10.2 FITTINGS
(a) USE
   (1) All fittings shall remain in place as required by the class rules at all times whilst racing.

C.10.3 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) The lower forestay loop from the builder can be replaced by a forestay lashing according to the builder, Southern Spars’ specification (see document on ICA ONB from 19.07.2016 ). The forestay may not be adjusted during a day of racing.
C.10.4 MAST
(a) DIMENSIONS
All dimensions shall be in compliance with the builders specification.

<table>
<thead>
<tr>
<th>Limit mark width</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower point height (Shortest distance between the upper side of the white band to the top of the beam)</td>
<td>25 mm</td>
<td>-</td>
</tr>
<tr>
<td>Upper track limit (Shortest distance from the lower point to the effective upper limit of the track / bottom of track end stop)</td>
<td>-</td>
<td>520 mm</td>
</tr>
<tr>
<td>Upper track limit (Shortest distance from the lower point to the effective upper limit of the track / bottom of track end stop)</td>
<td>-</td>
<td>16015 mm</td>
</tr>
</tbody>
</table>

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

C.10.5 BOOM
(a) DIMENSIONS
All dimensions shall be in compliance with the builders specification.

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

C.10.6 BOWSPRIT, FORETRIANGLE AND CENTRAL SPINE
(a) DIMENSIONS
All dimensions shall be in compliance with the builders specification.

<table>
<thead>
<tr>
<th>Bowsprit length (Shortest distance from the front face of the forward beam to the most forward point of the bowsprit plug)</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foretriangle (Shortest distance from the front face of the forward beam to the intersection of the prolongation of the forestay with the top of the bow sprit)</td>
<td>-</td>
<td>6725 mm</td>
</tr>
<tr>
<td>Foretriangle (Shortest distance from the front face of the forward beam to the intersection of the prolongation of the forestay with the top of the bow sprit)</td>
<td>-</td>
<td>3450 mm</td>
</tr>
</tbody>
</table>
(b) 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.

C.10.7 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.10.8 RUNNING RIGGING

(a) USE

(1) Halyards, sheets 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 cunningham line
(6) Gennaker halyard for sheave or lock system
(7) Gennaker sheet
(8) Gennaker tack line
(9) Mainsail cunningham 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 32:1 in total (inside and outside of the mast)
10) **Mainsail outhaul** purchase ratio inside the **boom** shall not exceed 4:1 and outside the boom 2:1.
11) Traveller lines external of beam purchase ratio shall not exceed 2:1
12) Traveller lines internal of beam purchase ratio shall not exceed 5:1
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.11 SAILS

C.11.1 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.11.2 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 one set of **sails** (1 **mainsails**, 2 jibs, 2 gennaker) shall be used per calendar year for racing in one racing series.
C.11.3 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.
(2) The mainsail shall be hoisted by the use of the Antal cars system, one car for each batten and 5 intermediates. Old sails with bolt rope shall be updated according to the builder specifications.

C.11.4 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.11.5 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.1.2 OPTIONAL
(a) A snubber winch on each hull according to details in Appendix X.

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.

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.4 RUDDER BLADE AND TILLER**

E.4.1 RULES

(a) The **rudder** blades and foils 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.

**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
(a) The spars shall be manufactured in accordance with the builder specification.
(b) The mast shall be fitted with a track “Antal HS22” track and his specific cars. Masts with groove system shall be updated to the Antal HS22 system following the technical instructions given by the builder.

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.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.6 STANDING RIGGING
F.6.1 MANUFACTURER
The standing rigging shall be manufactured by Smart Rigging BV and Southern Spars.

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) Only builder (Southern Spars) supplied loops are permitted to be used. For the lower end of the forestay, the loop from the builder can be replaced with a forestay lashing made to Southern Spars’s specification (see document on ICA ONB from 19.07.2016). The forestay may not be adjusted during a day of racing.

F.7 RUNNING RIGGING
F.7.1 MATERIALS
(a) Replacement of sheets, 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 cunningham line
   (6) Gennaker halyard
   (7) Gennaker sheet
   (8) Gennaker tack line
   (9) Mainsail cunningham line
   (10) Mainsailouthaul
   (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 without 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.

(c) Mainsails shall be equipped with cars, one for each batten and 5 intermediate.

(d) All sails shall be fitted with at least one window. Position and material as defined by the building specifications of the licensed manufacturer.

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

<table>
<thead>
<tr>
<th>Mainsheet System</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Harken 57 mm High Load Single Block</td>
<td>3214</td>
</tr>
<tr>
<td>Harken 57 mm High Load Single Block with Shackle</td>
<td>3215</td>
</tr>
<tr>
<td>Harken 57 mm High Load Double Block with Shackle</td>
<td>3217</td>
</tr>
<tr>
<td>Antal Snap Block</td>
<td>9030</td>
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<tr>
<td>Harken Main winch</td>
<td>HKW 40</td>
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<table>
<thead>
<tr>
<th>Traveller System</th>
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<tbody>
<tr>
<td>Harken 57 mm High Load Single Block</td>
<td>3214</td>
</tr>
<tr>
<td>Harken 27 mm Track 2 x 1.8 M</td>
<td>R27.18.M</td>
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<tr>
<td>Harken 27 mm Track Endstops</td>
<td>1522</td>
</tr>
<tr>
<td>Harken 27 mm High Load Loop Car</td>
<td>T2705B.HL</td>
</tr>
<tr>
<td>Harken 40 mm Single Block Soft Attach</td>
<td>2149</td>
</tr>
<tr>
<td>Harken 57 mm Flip Flop Block</td>
<td>2145</td>
</tr>
<tr>
<td>Harken Fiddle with Becket 75 mm</td>
<td>2691</td>
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</table>

<table>
<thead>
<tr>
<th>Jib System</th>
<th></th>
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<tbody>
<tr>
<td>Harken 57 mm High Load Single Block</td>
<td>3214</td>
</tr>
<tr>
<td>Harken 27 mm High-Load Loop Car for Jib Track</td>
<td>T2705B.HL</td>
</tr>
<tr>
<td>Harken 27 mm Jib Track Custom 1.5 M</td>
<td>R27.15M</td>
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<tr>
<td>Harken 27 mm Jib Track Low Beam Endstop - Set of 2</td>
<td>E2700</td>
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<tr>
<td>Harken 27 mm Jib Track Quick Pins - Set of 2</td>
<td>1642</td>
</tr>
<tr>
<td>Harken 57 mm Cheek Block</td>
<td>2606</td>
</tr>
<tr>
<td>Tyetec Tyetec NMP Block</td>
<td>381515</td>
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<tr>
<td>Tylaska Tylaska Ferrule</td>
<td>FR8</td>
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<tr>
<td>Tylaska Tylaska Ferrule</td>
<td>FR10</td>
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<tr>
<td>Spinlock Clutch (Jib)</td>
<td>XAS0612/1</td>
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<tr>
<td>Harken Jib Winch</td>
<td>HKW 46</td>
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</table>

<table>
<thead>
<tr>
<th>Rudder Rake System</th>
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<tbody>
<tr>
<td>Tyetec Loop Thimble 60x25</td>
<td>TTLT602618</td>
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<tr>
<td>Stainless P. Custom Rudder Rake System</td>
<td>2</td>
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<table>
<thead>
<tr>
<th>Daggerboard Up System</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Harken 57 mm Soft Attach Block</td>
<td>2152</td>
</tr>
<tr>
<td>Ronstan Swivelling Cleat Base</td>
<td>RF 7</td>
</tr>
<tr>
<td>Ronstan Orbit Block 55</td>
<td>RF 55</td>
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<table>
<thead>
<tr>
<th>Daggerboard Up Down System</th>
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<tbody>
<tr>
<td>Harken 57 mm High Load Sheave (on daggerboard)</td>
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</tr>
<tr>
<td>Harken 57 mm High Load Single Block</td>
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<tr>
<td>Harken 57 mm Soft Attach Block</td>
<td>2152</td>
</tr>
<tr>
<td>Spinlock XTR Clutch (Board down)</td>
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</tr>
<tr>
<td>Tyetec Pad Eye</td>
<td>TTDL08ALS</td>
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<tr>
<td>System</td>
<td>Component</td>
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<tr>
<td>--------------------------------------</td>
<td>------------------------------------------</td>
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<tr>
<td><strong>Foil Rake System</strong></td>
<td>Harken 40 mm Single Block Soft Attach</td>
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<tr>
<td></td>
<td>Stainless P. Custom Foil Rake System</td>
</tr>
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<td><strong>Mast Rotation System</strong></td>
<td>Tylaska Dogbone 6 mm Stainless steel</td>
</tr>
<tr>
<td></td>
<td>Karver KBO2 Single Blocks</td>
</tr>
<tr>
<td></td>
<td>Harken 40 mm Soft Attach Block</td>
</tr>
<tr>
<td></td>
<td>Harken Harken Flip Flop Cleat</td>
</tr>
<tr>
<td><strong>Jib Cunningham System</strong></td>
<td>Karver KBO2 Single Blocks</td>
</tr>
<tr>
<td></td>
<td>Karver KBO6 Single Block</td>
</tr>
<tr>
<td></td>
<td>Harken Thru Deck High Load</td>
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<tr>
<td></td>
<td>Harken Harken Flip Flop Cleat</td>
</tr>
<tr>
<td></td>
<td>Tylaska Dogbone 6 mm Stainless steel</td>
</tr>
<tr>
<td><strong>Gennaker System</strong></td>
<td>Harken 57 mm High Load Single Block</td>
</tr>
<tr>
<td></td>
<td>Antal Snap Block for Furling Line</td>
</tr>
<tr>
<td></td>
<td>Karver Furling Drum</td>
</tr>
<tr>
<td></td>
<td>Karver Furling Swivel</td>
</tr>
<tr>
<td></td>
<td>Spinlock XX Clutch</td>
</tr>
<tr>
<td><strong>Outhaul System</strong></td>
<td>Karver KBO2 Single Block</td>
</tr>
<tr>
<td></td>
<td>Karver KBO6 Single Block</td>
</tr>
<tr>
<td></td>
<td>Harken Sheave Box</td>
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<tr>
<td></td>
<td>Harken Cam cleat 150</td>
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<td></td>
<td>Tylaska Dogbone 10 mm Stainless steel</td>
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<tr>
<td><strong>Mainsail Cunningham System</strong></td>
<td>Karver KBO4 Single Blocks</td>
</tr>
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<td></td>
<td>Harken KBO8 Single Blocks</td>
</tr>
<tr>
<td></td>
<td>Harken KBO4 Double Blocks</td>
</tr>
<tr>
<td></td>
<td>Harken Thru Deck High Load or Southern Spar Solid sheave</td>
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<tr>
<td></td>
<td>Harken Harken Flip Flop Cleat</td>
</tr>
<tr>
<td></td>
<td>Tylaska Dogbone 8 mm Stainless steel</td>
</tr>
<tr>
<td><strong>Trampoline mounting System</strong></td>
<td>Tyetec Pad Eye</td>
</tr>
<tr>
<td></td>
<td>Tyetec Diamond Loop 70mm</td>
</tr>
<tr>
<td></td>
<td>Tyetec Loop Thimble 30x14</td>
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### Shroud Connection Hull

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<tr>
<th>Tyetec</th>
<th>Soft Pad eye D12 Long</th>
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<tbody>
<tr>
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<td>Thimble</td>
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<tr>
<td>Tyetec</td>
<td>Loop thimble</td>
<td>TTDL12D</td>
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</tr>
</tbody>
</table>

### Bowsprit Side Laterals

| Antal    | Dyneema Pad Eye       | 7506      | 2 |

### Optional

Blocks, thimbles, rings for take up lines or cleats for sheets
APPENDIX F – Running Rigging

Suggested material and dimensions

<table>
<thead>
<tr>
<th>Description</th>
<th>Material</th>
<th>Diameter</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tackline</td>
<td>Dyneema, Polyester/Technora</td>
<td>11 mm</td>
<td>1</td>
</tr>
<tr>
<td>Main sheet</td>
<td>Dyneema, Polyester/Technora</td>
<td>8 mm</td>
<td>1</td>
</tr>
<tr>
<td>Jib sheets</td>
<td>Dyneema, Polyester/Technora</td>
<td>8 mm</td>
<td>2</td>
</tr>
<tr>
<td>Gennaker sheets</td>
<td>Dyneema, PBO/Technora</td>
<td>8 mm</td>
<td>2</td>
</tr>
<tr>
<td>Furling line</td>
<td>Dyneema, Polyester/Technora</td>
<td>8 mm</td>
<td>1</td>
</tr>
<tr>
<td>Daggerboard Up/Down</td>
<td>Dyneema, Polyester/Technora</td>
<td>8 mm</td>
<td>2</td>
</tr>
<tr>
<td>Daggerboard rake line</td>
<td>Dyneema, Polyester/Technora</td>
<td>8 mm</td>
<td>2</td>
</tr>
<tr>
<td>Traveller in beam</td>
<td>Dyneema, Polyester/Technora</td>
<td>8 mm</td>
<td>2</td>
</tr>
<tr>
<td>Traveller above beam</td>
<td>Dyneema, Polyester/Technora</td>
<td>8 mm</td>
<td>2</td>
</tr>
<tr>
<td>Righting line</td>
<td>Dyneema, Polyester/Technora</td>
<td>8 mm</td>
<td>2</td>
</tr>
<tr>
<td>Spin halyard</td>
<td>Dyneema, Polyester/Technora</td>
<td>11 mm</td>
<td>1</td>
</tr>
<tr>
<td>Main halyard</td>
<td>Dyneema, Polyester/Technora</td>
<td>8 mm</td>
<td>1</td>
</tr>
<tr>
<td>Jib halyard</td>
<td>Dyneema, Polyester/Technora</td>
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<td>1</td>
</tr>
<tr>
<td>Main halyard lock reef</td>
<td>Dyneema, Polyester/Technora</td>
<td>4 mm</td>
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</tr>
<tr>
<td>Min Halyard lock full</td>
<td>Dyneema, Polyester/Technora</td>
<td>4 mm</td>
<td>1</td>
</tr>
<tr>
<td>Jib lock stop</td>
<td>Dyneema, Polyester/Technora</td>
<td>4 mm</td>
<td>1</td>
</tr>
<tr>
<td>Main trip line</td>
<td>Dyneema, Polyester/Technora</td>
<td>4 mm</td>
<td>1</td>
</tr>
<tr>
<td>Jib trip line</td>
<td>Dyneema, Polyester/Technora</td>
<td>4 mm</td>
<td>1</td>
</tr>
</tbody>
</table>
APPENDIX H - Sails

H1 Mainsail identification / Class logo and sail numbers

Trim Stripes

GC 32 class logo: 1000*1420 mm

Sails number: Starboard 380 mm

Sails number: Port 380 mm
Effective Date: 01.02.2017
Published Date: 01.02.2017
Previous issues: 22.02.2016

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