



GC32

CLASS RULES

2020

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



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INDEX

PART I – ADMINISTRATION

Section A – General

A.1	Language	4
A.2	Abbreviations	4
A.3	Authorities	4
A.4	Administration of the Class	4
A.5	Class Rules Changes	4
A.6	Class Rules Amendments	4
A.7	Class Rules Interpretation	4
A.8	Permitted Changes and Additions.....	5
A.9	International Class Fee and WS Building Plaque.....	5
A.10	Sail Numbers	5
A.11	Hull Certification	5
A.12	Validity of Manufacturer Declaration	5
A.13	Invalidation and Withdrawal.....	5

Section B – Boat Eligibility

B.1	Class Rules and Certification	6
B.2	Event Inspection	6
B.3	Equipment Inspection.....	6
B.4	One Design Certificate.....	6

PART II – REQUIREMENTS AND LIMITATIONS

Section C – Conditions for Racing

C.1	General	7
C.2	Crew	7
C.3	Personal Equipment	7
C.4	Advertising	8
C.5	Portable Equipment	8
C.6	Boat	9
C.7	Hull	11
C.8	Beams.....	12

C.9	Hull Appendages	12
C.10	Rig	13
C.11	Sails	16

Section D – Hull

D.1	Parts	17
D.2	General	18
D.3	Assembled Platform	18

Section E – Hull Appendages

E.1	Parts	18
E.2	General	18
E.3	Daggerboards	19
E.4	Rudder Blades and Tillers	19

Section F – Rig

F.1	Parts	19
F.2	General	20
F.3	Mast	20
F.4	Boom	20
F.5	Bowsprit	20
F.6	Standing Rigging	21
F.7	Running Rigging	21

Section G – Sails

G.1	Parts	22
G.2	General	22

PART III – APPENDICES

Appendix A	– Deck layout.....	25
Appendix B	– Daggerboard.....	26
Appendix C	– Rudder.....	27
Appendix D	– Hardware	28
Appendix F	– Running Rigging.....	31
Appendix H	– Sails	32
Appendix X	– Permitted changes and Additions	posted separately

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 WS 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 (technical committee elected by the ICA)** 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.

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 changes have been made and posted separately on the noticeboard, and forms part of these **class rules**.

A.9 INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE

- A.9.1 The licensed hull builder shall pay the International Class Fee to the WS.
- A.9.2 WS shall, after having received the International Class Fee for the hull, send the WS Building Plaque and a measurement form to the licensed hull builder. Boats first certificated before 1st January 2018 are exempted from requiring a plaque.

A.10 SAIL NUMBERS

- A.10.1 Sail numbers shall be issued by the ICA.
- A.10.2 RRS Appendix G shall apply.

A.11 HULL CERTIFICATION

- A.11.1 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.12 VALIDITY OF ONE DESIGN CERTIFICATE

- A.12.1 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.13 INVALIDATION AND WITHDRAWAL

- A.13.1 In case of 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 can be only done after reestablishing conformity with the Rules. The fee for such revalidated **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 which will be posted online by the ICA on the Class Website.
- (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 Technical 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 approval from the race committee.
- (c) The number of **crew** during an event shall not be changed.
- (d) **Crew** shall be weighed only during registration time.
- (e) If there is a change from the original **crew**, Race Committee has to make sure that total weight is not exceeded.
- (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** shall wear helmets to a minimum standard of CE 1077B or ATSM 2040, or CE 1078, and with high visibility design and color visible from all sides and **personal flotation devices** while racing.
- (c) Each **crew** shall carry a personal knife at all times easily accessible 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 may be carried on the support **boat**/team rib.
- (3) 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) Two 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) Two closed blade line cutters shall be fastened on top of the trampoline.
- (6) One spare personal air supply of at least 80 liters secured 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 (Attachment method according to C.6.1 (c))
- (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 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, 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 may 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 shall not be replaced, except with the same model (see Appendix D).
- (h) Original supplied Karver Furler KF2 can be replaced with the KZ

Race Furler T2 or with other brand standard products which are available on the market but with same function and same safe working loads or above. To use the KZ Race Furler T2, the furler must be modified and a custom bottom furler pin with bushes must be built. It is not permitted to modify the gennaker cable terminal.

- (i) It is allowed to fix instruments on the mast rotator socket and to drill a maximum of four holes of a maximum diameter of 5mm.
- (j) 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

	minimum	maximum
The weight of the boat in dry condition	975 kg	-

- (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 otherwise specified by the class rules or 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) If an owner considers that any repair may be necessary, they shall inform the ICA immediately and seek authorisation.
- (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 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 where the prolongation of the deck extended as 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 otherwise specified by the class rules and/or Appendix X.
- (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) If an owner considers that any repair may be necessary, they shall inform the ICA immediately and seek authorisation..

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 otherwise specified by the class rules and/or Appendix X.
- (b) All maintenance shall be carried out in a way that **hull appendages** are retained in the original profiles (see Section E and Appendix B & C) 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) If an owner considers that any repair may be necessary, they shall inform the ICA immediately and seek authorisation.
- (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.
- (b) A maximum of four holes are permitted on the top of each daggerboard:
 - Two holes for the board up line, maximum diameter 10 mm
 - Two holes for the stopper fitted with two carbon tube's with an inside diameter of 10 mm / outside diameter of 14 mm. These holes shall be placed between 185 mm and 200 mm from the daggerboard leading edge and 50 mm from the top.

- (c) It is permitted to add a removable cover of any material on top of the daggerboard to prevent sheets from catching on the daggerboard sheave box. The cover shall not be more the 10 mm wider or longer than the daggerboard and not more than 10 mm higher than the sheave box on top of the daggerboard. The cover must be easily removable and cannot be laminated or screwed to the daggerboard.

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) It is allowed to replace the back plate of the bottom bearing cylinder with a self sourced / selfmade back plate from optional material. The dimensions have to be the same as in the Builder Specification. This rule applies only for the back plate not the cylinder.

C.9.4 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.
- (3) A “rudder rake guiding wheel” (provided by TGC) that prevents the rudder rake belt to jump on it’s wheel, can be added.

C.10 RIG

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) No modifications are permitted unless otherwise specified by the class rules and/or Appendix X.
- (b) All maintenance shall be carried out in a way that the **rig** is retained in the original specifications.
- (c) If an owner considers that any repair may be necessary, they shall inform the ICA immediately and seek authorisation.

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 technical committee or race committee has approved the substitution.
- (b) The **mast** rake shall remain unaltered whilst racing. It is forbidden to 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 whilst racing.

C.10.4 MAST

(a) DIMENSIONS

All dimensions shall be in compliance with the builders specification.

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

(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.

	minimum	maximum
Bowsprit length (shortest distance from the front face of the forward beam to the most forward point of the bowsprit plug)	-	6725 mm
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 bowsprit)	-	3450 mm

(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 aft end. 2 bridle **stays** attached at the forward end and 2 bridle **stays** attached at the head stay pin shall be connected to the lateral **stay** pad eye rigged along the fore and aft centreline. The aft spine section will be rigged between the cross beams in its original position. The spine cable will attach to the aft pin.
- (2) The kingpost can be unscrewed to a max. distance of 35 mm. This distance is measured from the bottom edge of the beam to the top edge of the head of the kingpost.

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 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 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 permission by the chief measurer.
- (c) Sails may be stickered 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 permitted 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 1 **mainsail**, 1 light headsail, 1 heavy headsail and 2 gennakers shall be registered with the ICA per calendar year per racing series.
- (d) Previously registered **sails** may be used.

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 licensed builder serial number displayed 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** cannot be changed nor modified in any way and have to comply with the original shape and position within in the **daggerboards**.

E.3.2 DIMENSIONS

- (a) All dimensions shall be in compliance with the builders specification as mentioned in Appendix B. A tolerance of plus/minus 1 mm is allowed around the profile defined in Appendix B. A plus 1 mm, minus 5mm tolerance is allowed on the chord length. The trailing edge of the board cannot be less than 1.5 mm thick.

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.4.1 DIMENSIONS

- (a) All dimensions shall be in compliance with the builders specifications as mentioned in the Appendix C. A tolerance of plus/minus 1 mm is allowed around the profile defined in Appendix C. A plus 1 mm, minus 5 mm tolerance is allowed on the chord length. The trailing edge of the rudder and the t-foil cannot be less then 0.6 mm thick.

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 whilst 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 ICA. 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** cunningham 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 H1.
- (b) A country flag of the nationality represented by the boat on the **mainsail** between the second and third batten shall conform with the diagram in Appendix H1.
- (c) A country flag of the nationality represented by the boat on the gennaker within a radius of 4000mm from the tack point and with minimum linear

dimensions of 5000mm in accordance with the diagram contained in Appendix H2.

- (d) All **sail** identification shall be applied on both sides of the **sail**.

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 B – Daggerboard

Appendix C – Rudder

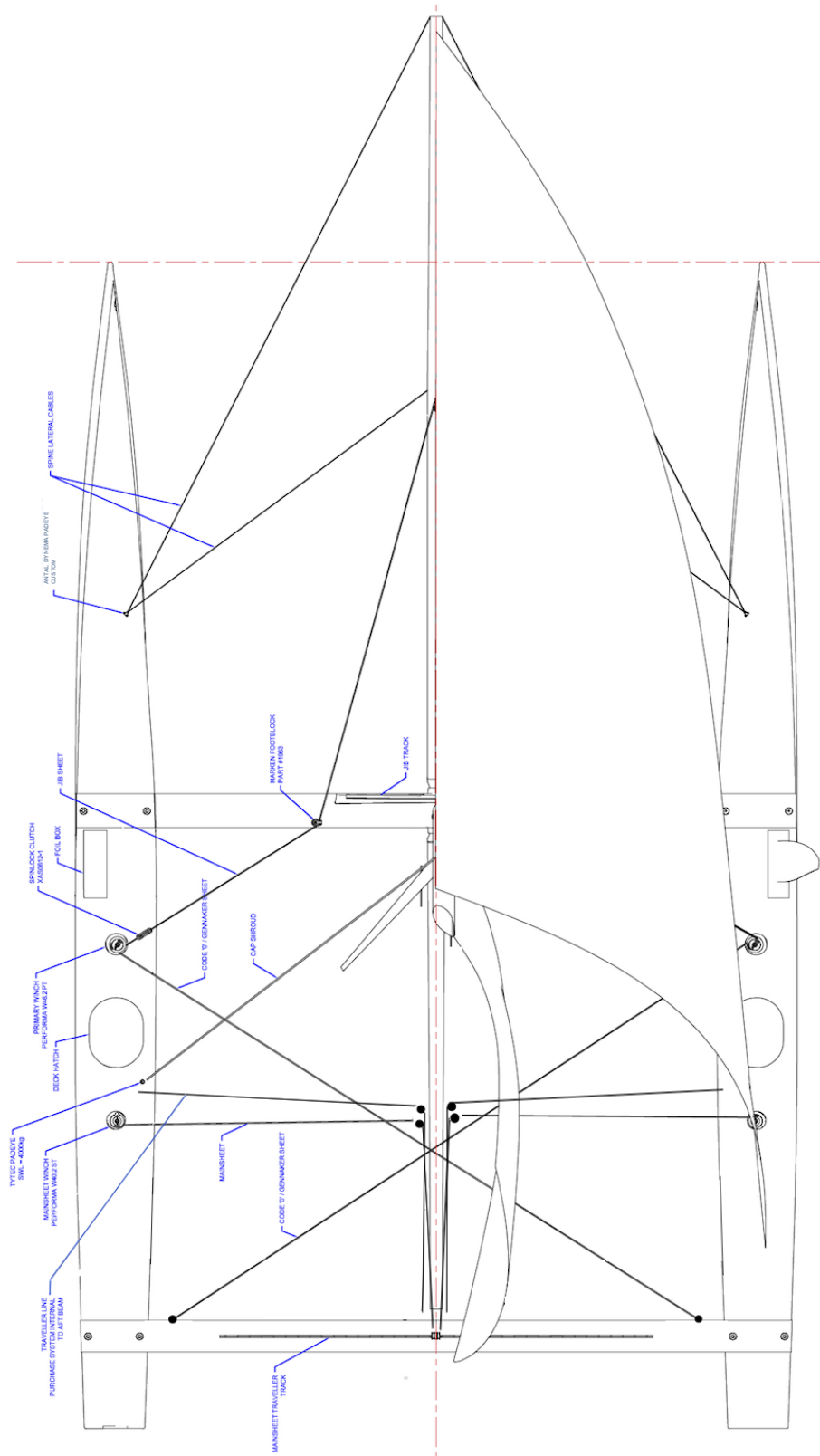
Appendix D – Hardware

Appendix F – **Running Rigging**

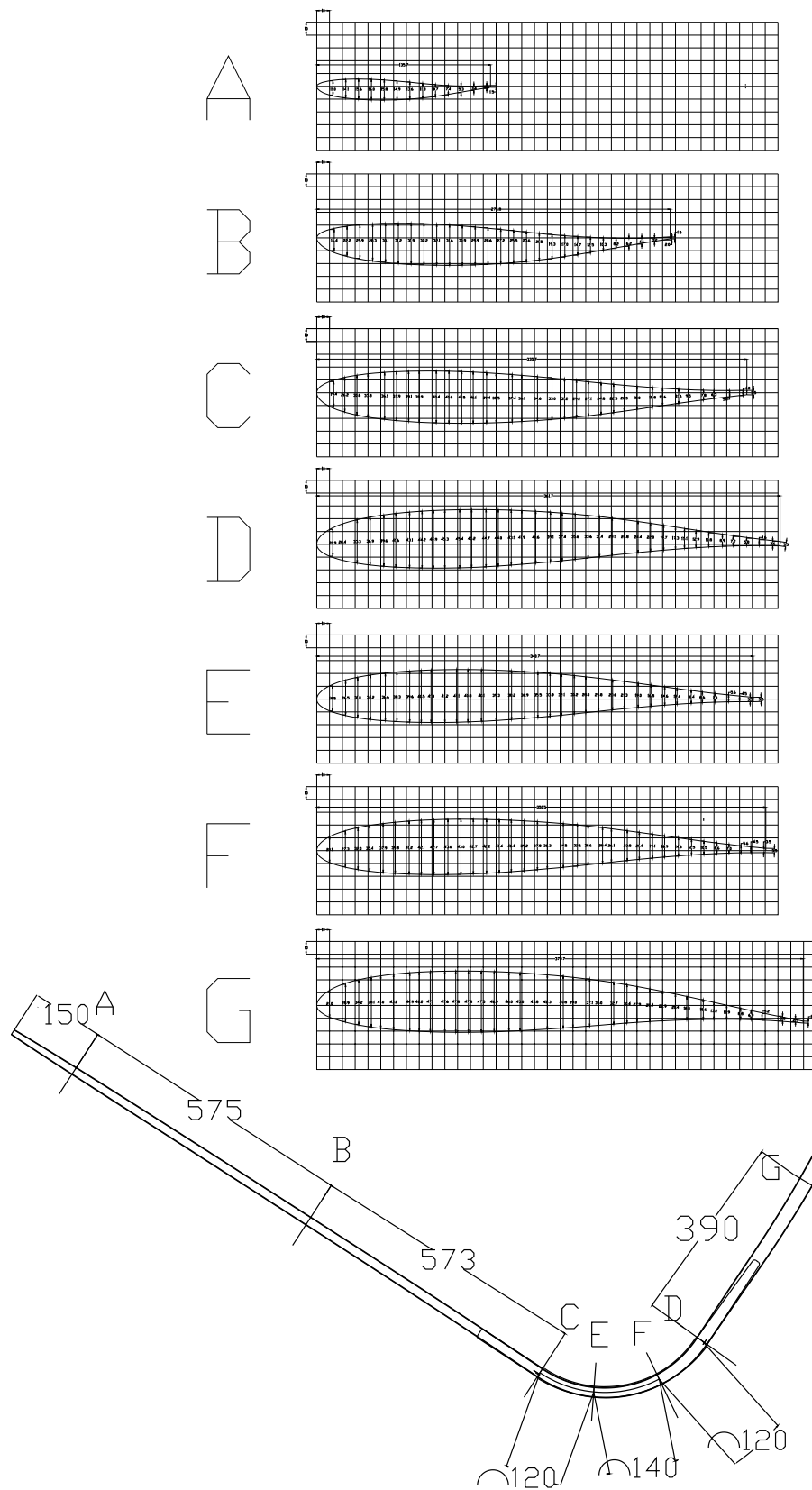
Appendix H – **Sails**

Appendix X – Permitted changes and additions – posted separately

APPENDIX A – Deck layout

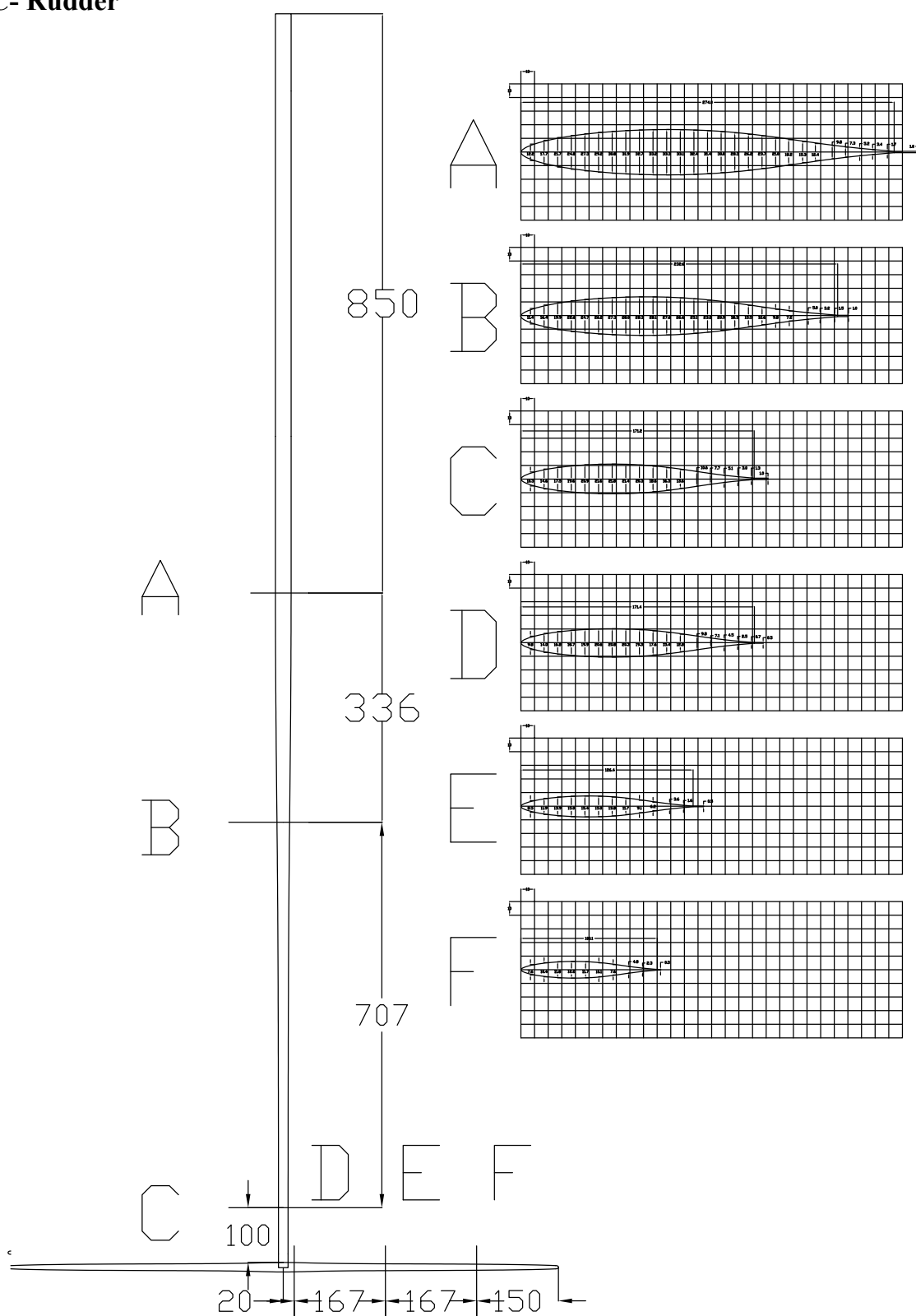


Appendix B - Daggerboard



GC32 Foil Actual Profiles Drawing.
 Copyright 2012-2018 THE GREAT CUP BV
 Date: 22-JANUARY-2018

Appendix C- Rudder



GC32 Rudder Actual Profiles Drawing.
 Copyright 2012-2017 THE GREAT CUP BV
 Date: 20 November 2017

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 Track Endstops	1522	2
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	Fiddle with Becket 75 mm	2691	4
Antal	14.14 Deck Ring	R14.14	2

Jib System

Harken	57 mm High Load Single Block	3214	2
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	Tyetec NMP Block	381515	1
Tylaska	Tylaska Ferrule	FR8	1
Tylaska	Tylaska Ferrule	FR10	1
Spinlock	Clutch (Jib)	XAS0612/1	2
Harken	Jib Winch	HKW 46	2

Rudder Rake System

Tyetec	Loop Thimble 60x25	TTLT602618	1
Stainless P.	Custom Rudder Rake System		2

Daggerboard Up System

Harken	57 mm Soft Attach Block	2152	6
Ronstan	Swivelling Cleat Base	RF 7	2
Ronstan	Orbit Block 55	RF 55	2

Daggerboard Up Down System

Harken	57 mm High Load Sheave (on daggerboard)	727	4
Harken	57 mm High Load Single Block	3214	4
Harken	57 mm Soft Attach Block	2152	2
Spinlock	XTR Clutch (Board down)	XTR0812	2
Tyetec	Pad Eye	TTDL08ALS	6

Foil Rake System

Harken	40 mm Single Block Soft Attach	2149	2
Stainless P.	Custum Foil Rake System		2

Mast Rotation System

Tylaska	Dogbone 6 mm Stainless steel	DB-6SS	1
Karver	KBO2 Single Blocks	KBO2	2
Harken	40 mm Soft Attach Block	2149	1
Harken	Harken Flip Flop Cleat	2156	1

Jib Cunningham System

Karver	KBO2 Single Blocks	KBO2	3
Karver	KBO6 Single Block	KBO6	1
Harken	Thru Deck High Load	HK306	1
Harken	Harken Flip Flop Cleat	2156	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	KF2	1
Karver	Furling Swivel	KF2	1
Spinlock	XX Clutch	XX0812	1

Outhaul System

Karver	KBO2 Single Block	KBO2	1
Karver	KBO6 Single Block	KBO6	1
Harken	Sheave Box	H0889	1
Harken	Cam cleat 150	H150	1
Tylaska	Dogbone 10 mm Stainless steel	DB-10SS	1

Mainsail Cunningham System

Karver	KBO4 Single Blocks	KBO4	4
Harken	KBO8 Single Blocks	KBO8	2
Harken	KBO4 Double Blocks	KBO4 Double	1
Harken	Thru Deck High Load or Southern Spars Solid sheave	310	1
Harken	Harken Flip Flop Cleat	2156	1
Tylaska	Dogbone 8 mm Stainless steel	DB-8SS	1

Trampoline mounting System

Tyetec	Pad Eye	TTDL08ALS	18
Tyetec	Diamond Loop 70mm	TTDL08070	18
Tyetec	Loop Thimble 30x14	TTTL301210	18

Shroud Connection Hull

Tyetec	Soft Pad eye D12 Long	TTDL12ALL	2
Tyetec	Thimble	LT602618	2
Tyetec	Loop thimble	TTDL12D	2

Bowsprit Side Laterals

Antal	Dyneema Pad Eye	Custom	2
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Optional

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

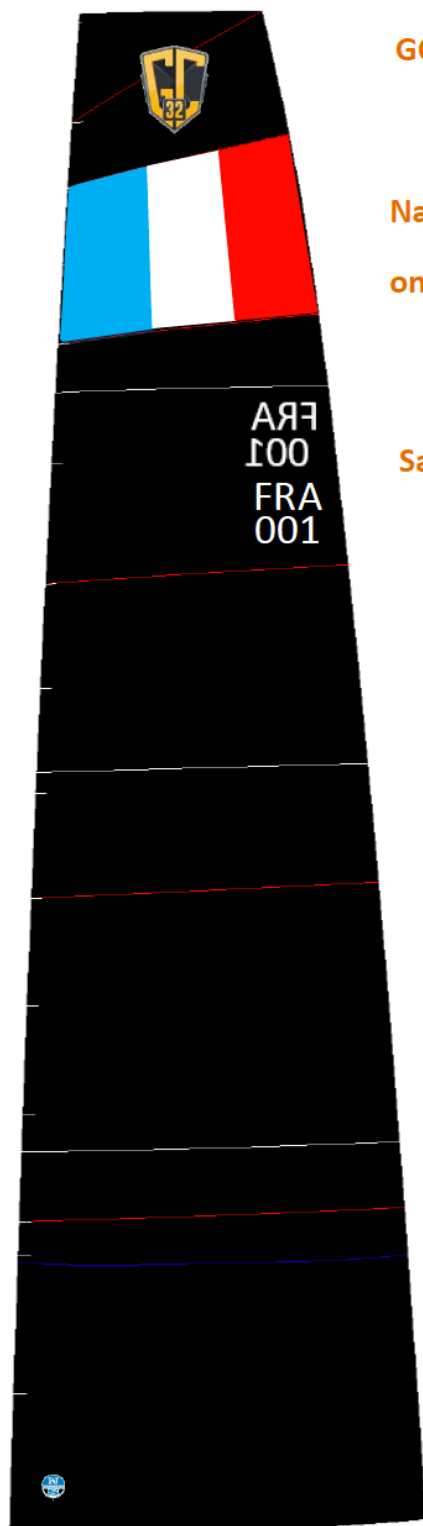
APPENDIX F – Running Rigging

Suggested material and dimensions

<u>Description</u>	<u>Material</u>	<u>Diameter</u>	<u>Amount</u>
Tackline	Dyneema, Polyester/Technora	11 mm	1
Main sheet	Dyneema, Polyester/Technora	8 mm	1
Jib sheets	Dyneema, Polyester/Technora	8 mm	2
Gennaker sheets	Dyneema, PBO/Technora	8 mm	2
Furling line	Dyneema, Polyester/Technora	8 mm	1
Daggerboard Up/Down	Dyneema, Polyester/Technora	8 mm	2
Daggerboard rake line	Dyneema, Polyester/Technora	8 mm	2
Traveller in beam	Dyneema, Polyester/Technora	8 mm	2
Traveller above beam	Dyneema, Polyester/Technora	8 mm	2
Righting line	Dyneema, Polyester/Technora	8 mm	2
Spin halyard	Dyneema, Polyester/Technora	11 mm	1
Main halyard	Dyneema, Polyester/Technora	8 mm	1
Jib halyard	Dyneema, Polyester/Technora	8 mm	1
Main halyard lock reef	Dyneema, Polyester/Technora	4 mm	1
Mina Halyard lock full	Dyneema, Polyester/Technora	4 mm	1
Jib lock stop	Dyneema, Polyester/Technora	4 mm	1
Main trip line	Dyneema, Polyester/Technora	4 mm	1
Jib trip line	Dyneema, Polyester/Technora	4 mm	1

APPENDIX H - Sails

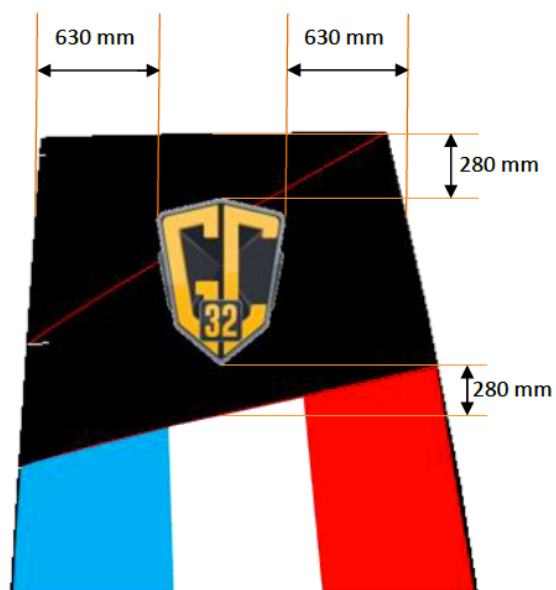
H1 Mainsail identification



GC32 Class Logo 2019: 752*1000 mm

National Flag between Battens 2 and 3
on both side

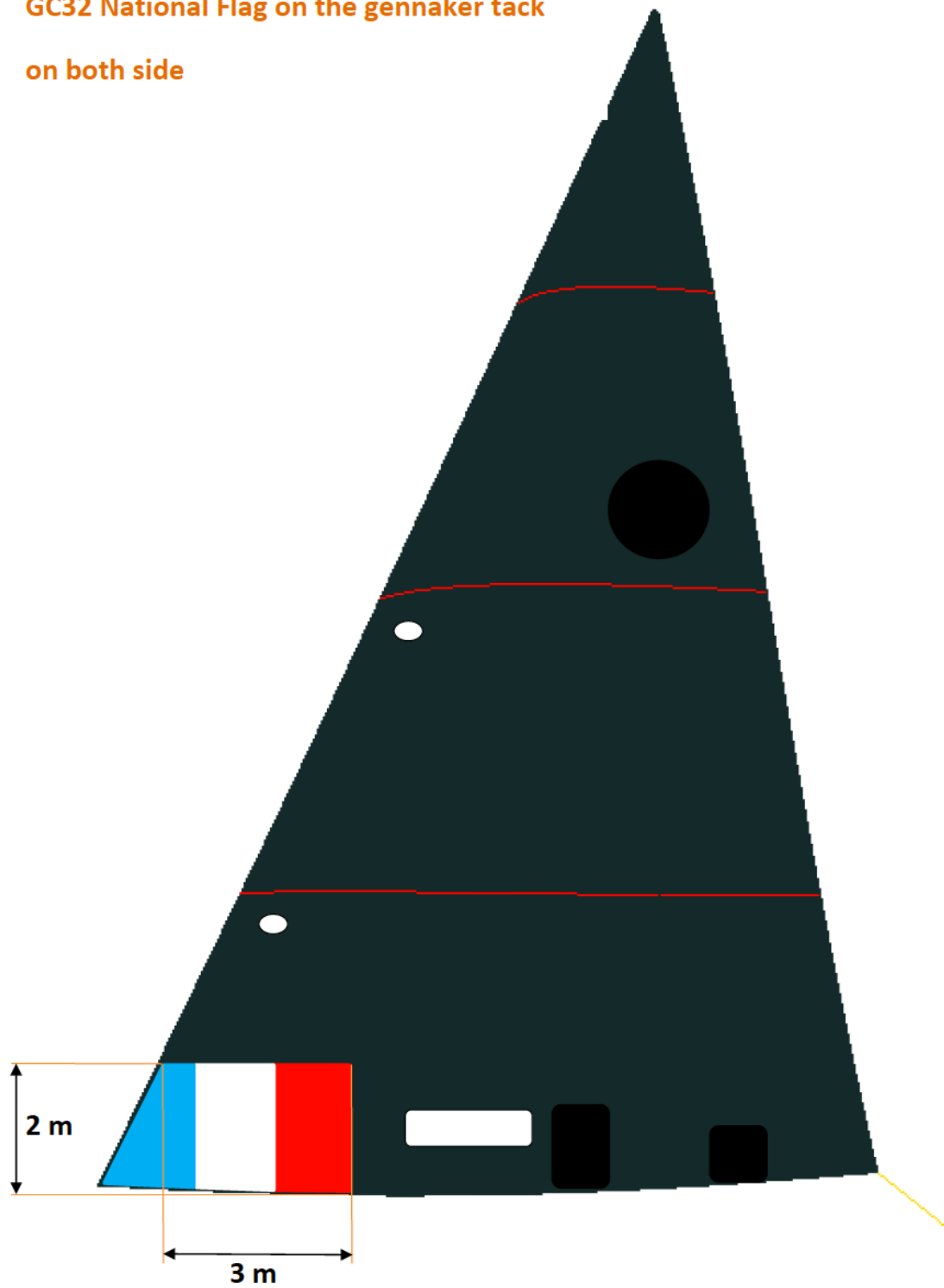
Sail Numbers optional



APPENDIX H - Sails

H2 Gennaker identification

**GC32 National Flag on the gennaker tack
on both side**



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