

INTERNATIONAL GP 14 - CLASS RULES 2025



The GP14 was designed in 1948 by Jack Holt and was adopted as an International Classic Class in 1975 and a full International Class in 2013

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INTRODUCTION

This introduction only provides an informal background and the International GP14 Class Rules proper begin on the next page.

GP14 hulls, hull appendages, rigs and sails are measurement controlled.

GP14 hulls, hull appendages, rigs and sails shall only be manufactured by amateur sailors for their own use or professional boat builders registered with the IGPCA. Equipment is required to comply with these Rules and the Plans of the GP14 dinghy and shall be subject to measurement and inspection before certification.

GP14 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.

The GP14 Class accepts sails manufactured and measured by sailmakers registered with the WS IHC scheme.

This introduction only provides an informal background and the International GP14 Class Rules proper begin on the next page.

The Series 1 wooden GP14 was superseded in the 1990s by the Series 2. The original hardwood framed, plywood sheathed hull which incorporated air bags for buoyancy (Series 1) was updated to a box plywood construction incorporating a double floor and built in buoyancy tank bulkheads (Series 2). For clarity and brevity in the following Class Rules, references to rules and construction items referring only to the Series 1 boat have been moved to an Appendix. Thus these rules address the occasional requirement to re-check a Series 1 hull.

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 1 - ADMINISTRATION

Section A – General

A.1 GENERAL INFORMATION

A.1.1 The International GP14 **Class rules** are **closed class rules**

A.1.2 The GP14 is a one design class. The intention of these rules is to ensure that the **boats** are as alike as possible in all respects affecting performance, in order that the **crews** may compete against each other on level terms.

A.1.3 These rules are complementary to the Plans and the IGPCA Measurement Form. The current issues of these documents is listed on the class web site and at the end of each document. These items, however complete, cannot anticipate every situation that may arise. If a point is not clearly covered, a ruling shall be obtained from WS through the IGPCA technical committee.

A.2 LANGUAGE

A.2.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.2.2 The word “shall” is mandatory and the word “may” is permissive.

A.2.3 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.3 ABBREVIATIONS

A.3.1	WS	World Sailing
	MNA	WS Member National Authority
	IGPCA	International GP14 Class Association
	NCA	National Class Association
	ERS	Equipment Rules of Sailing
	RRS	Racing Rules of Sailing

A.4 AUTHORITIES

A.4.1 The international authority of the class is World Sailing which shall co-operate with the IGPCA in all matters concerning these **class rules**.

A.4.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of World Sailing.

A.4.3 Neither WS, an MNA, the IGPCA, a **certification authority**, or a **certification measurer** are under any legal responsibility in respect of these **class rules** and the accuracy of measurement, nor can any claims arising from these be entertained.

A.4.4 The IGPCA owns the design and intellectual property of the GP14.

A.5 ADMINISTRATION OF THE CLASS

A.5.1 WS has delegated its administrative functions of the class to MNAs. The MNA may delegate part or all of its functions, as stated in these **class rules**, to an NCA

A.6 CLASS RULES CHANGES

Changes to the Class Rules may be made only by the General Committee at a regular meeting. This is defined in the Terms of reference of the General Committee.

A.7 CLASS RULES AMENDMENTS

A.7.1 Amendments to these **class rules** shall be accepted by the IGPFCA and are subject to the approval of World Sailing in accordance with the WS Regulations. The procedure for amending the Class Rules is given in the Standing Orders of the IGPFCA General Committee.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretation of **class rules** shall be made in accordance with WS Regulations.

Interpretation of the Class Rules shall be made by the IGPFCA. The procedure for implementing the decisions of the IGPFCA on such interpretations is given in the Standing Orders of the IGPFCA General Committee

A.9 INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE

A.9.1 The licensed hull builder shall pay the International Class Fee, to the IGPCA.

A.9.2 WS shall, after having received the International Class Fee from the IGPCA for the hull, send the WS Building Plaque and the IGPCA measurement form to the licensed hull builder.

A.10 SAIL NUMBERS

A.10.1 Sail numbers shall be issued by the IGPCA

A.10.2 Sail numbers shall be issued in consecutive order starting at “1”.

A.11 HULL CERTIFICATION

A.11.1 A **certificate** shall record the following information:

- (a) Class
- (b) **Certification authority**
- (c) Sail number issued by the **certification authority**

- (d) Owner
- (e) Hull identification (*See the Guide to Standard Class Rules*)
- (f) Builder/Manufacturers details
- (g) Date of issue of initial **certificate**
- (h) Date of issue of **certificate**

A.12 INITIAL HULL CERTIFICATION

A.12.1 For a **certificate** to be issued to hull not previously **certified**:

- (a) **Certification control** shall be carried out by the **certification measurer** who shall complete the appropriate documentation. The IGPCA shall publish a measurement form for use for initial and re-certification measurements.
- (b) The documentation and **certification** fee, if required, shall be sent to the **certification authority**.
- (c) Upon receipt of a satisfactorily completed documentation and **certification** fee, if required, the **certification authority** may issue a **certificate**.

A.13 VALIDITY OF CERTIFICATE

A.13.1 A hull **certificate** becomes invalid upon:

- (a) the change to any items recorded on the hull **certificate** as required under A.11.1
- (b) the date of expiry,
- (c) withdrawal by the **certification authority**,
- (d) the issue of a new **certificate**,

A.14 Hull RE-CERTIFICATION

A.14.1 The **certification authority** may issue a **certificate** to a previously certified hull:

- (a) when it is invalidated under A.12.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required.
- (b) when it is invalidated under A.12.1 (c), at its discretion.
- (c) in other cases, by application of the procedure in A.12.

A.15 RETENTION OF CERTIFICATION DOCUMENTATION

A.15.1 The **certification authority** shall:

- (a) retain the original documentation upon which the current **certificate** is based.
- (b) upon request, transfer this documentation to the new **certification authority** if the hull is exported.

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 hull **certificate**.
- (c) have valid **certification marks** as required

B.2 FLOTATION CHECKS

Flotation checks do not form part of these Rules. A guideline on carrying out flotation checks is noted in Section H these Rules for the owner's information.

B.3 CLASS ASSOCIATION MARKINGS

B.3.1 A valid Class Association Sticker, if required by the IGPCA, shall be affixed to the hull **certificate**.

B.3.2 Sails shall carry a Class Association Sail Label.

PART 11 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 **event 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

The ERS Part I – Use of Equipment shall apply

C.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** shall consist of two persons.
- (b) No **crew** member shall be substituted during an event, unless granted permission from the Organising Authority. The **helmsperson** may only be substituted up to the time of initial event registration during a single event for which IGPCA is the part of the Organising Authority

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 or equivalent. Inflatable devices are not permitted

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance the WS Advertising Code. (See WS Regulation 20)

C.5 PORTABLE EQUIPMENT

C.5.1 OPTIONAL

(a) FOR USE

- | | |
|---|---|
| 1. Electronic or mechanical timing device | 7. Consumables and their containers |
| 2. One magnetic compass | 8. Tools and spare fittings |
| 3. Mooring line | 9. Personal cameras on the person or the boat |
| 4. Drink Bottle Holder | 10. Anchor and warp |
| 5. Wind Indicators | 11. Bailer and sponges |
| 6. Personal Equipment | |

C5.2 (b) NOT FOR USE

- 1. Paddles
- 2. Towing Line

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The **Hull** shall not be altered in any way except as permitted by these **class rules**
- (b) Routine **Maintenance** (ERS C.7.3) is permitted without re-measurement and re-certification

C.6.2 FITTINGS

(a) USE

Inspection hatch covers and drainage plugs shall be kept in place at all times.

C.6.3 WEIGHT

	Minimum	Maximum
The Hull Weight in dry condition -to include the centreboard	133 kgs	None

C.6.4 CORRECTOR WEIGHTS

- (a) Corrector weights shall be permanently fastened to the underside of the thwart when the boat weight is less than the minimum requirement.

- (b) The total weight of such corrector weights shall not exceed 7 kg.
- (c) Additional correctors may be used if required and all correctors shall be fastened with screws or bolts. Any additional corrector weight shall be divided equally fore and aft of the hull centre of gravity. Half of the additional weight shall be positioned in a vertical plane defined by section 2 on the Plans, the remaining half positioned within a vertical plane at the aft end of the seats. More than two additional weight correctors may be used to provide port/starboard weight balance.
- (d) If, on weighing after initial **certification**, the **hull weight** is greater than the minimum, corrector weights may be removed in the sequence, additional weights in C.6.4.(c) above, then corrector weights defined in C.6.4.(a) above. A **certification measurer** shall re-certify the **hull weight**

C.7 Hull Appendages

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull appendages shall not be altered in any way except as permitted by these class rules.
- (b) Routine **Maintenance** (ERS C.7.3) is permitted without re-measurement and re-certification

C.7.2 Fittings

The hull appendage fittings are optional

C.7.3 USE

When mounted on the transom fittings, the length of the rudder blade from the garboard seam of the hull is controlled

Measurement Point	Min	Max
For the Original (Spoon) blade, length from garboard seam to tip of blade		597mm
For the rectangular blade, length from garboard seam to tip of blade	661mm	711mm

C.8 RIG

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The rig shall not be altered in any way except as permitted by these class rules.

C.8.2 MAST

- (a) DIMENSIONS

See Section F 3.5

- b) USE

The **spar** shall be stepped in the mast step in such a way that the **heel point** shall not be capable of moving more than 4mm.

The **spar** shall stand in the mast step and be totally enclosed within the deck slot by a mast gate.

Measurement Points – location of mast in mast step track	Min mm	Max mm
Forward edge of mast extrusion from aft face of transom	N/A	2940
Back edge of mast extrusion from aft face of transom	2830	N/A
Extent of movement of mast heel in the track		4

C.8.4 BOOM

- (a) DIMENSIONS

Measurement Points	Min mm	Max mm
Distance from the aft face of the mast to the outer limit mark , at the upper edge of the spare , nearest the fore end of the spare	N/A	2476
Overall length, distance from outer end to aft face of mast	2537	N/A

- (b) USE

The intersection of the aft edge of the mast **spare** and the top of the boom **spare**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the boom **spare** is at 90 degrees to the mast **spare**.

C.8.5 SPINNAKER POLE

(a) USE.

1. The spinnaker boom and the whisker pole shall be of optional material and design.
2. One end of the spinnaker boom or whisker pole must be attached to the mast, when in use.

C.8.6 RUNNING RIGGING

- (a) **Running rigging** material is optional.

C.9 Sails

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
(b) Routine maintenance such as small repairs are permitted without re-measurement and re-certification.

C.9.2 LIMITATIONS

- (a) Not more than one mainsail, one foresail and one spinnaker shall be carried aboard.

C.9.3 MAINSAIL

(a) USE

- (1) The **sail** shall be hoisted on a **halyard**.
- (2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.
- (3) The **Luff** and **foot** bolt ropes shall be set in the **spar** groove or track.
- (4) The **sail** shall be capable of being lowered when afloat

C.9.4 JIB

(a) USE

- (1) The **sail** shall be hoisted on a **halyard**.
- (2) The foresail tack to be not more than 152mm above the deck when hoisted.
- (3) The **sail** shall be capable of being lowered when afloat.

C.9.5 GENOA

(a) USE

- 1) The **sail** shall be hoisted on a **halyard**.
- (2) The foresail tack to be not more than 152mm above the deck when hoisted.
- (3) The **sail** shall be capable of being lowered when afloat

C.9.6 SPINNAKER

(a) USE

- (1) The **sail** shall be hoisted on a **halyard**.

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shell (outer hull and inner tray)
- (b) Deck
- (c) Buoyancy Tanks
- (d) Gunwale Rubbing Strakes
- (e) Bulkheads
- (f) Thwart

D.2 GENERAL

D.2.1 RULES

- (a) The **hull** shall comply with the **class rules** in force at the time of initial **certification**.
- (b) If re-certification is required, the hull shall comply with the **Class rules** in force at the time of re-certification.

D.2.2 CERTIFICATION

See **Class Rules** A.11 and A14

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) The hull shall not be altered in any way except as permitted by these **class rules**.
- (b) The size and total number of holes, not bigger than necessary for the installation fittings and passage of lines, is controlled in **Class Rule** D9.
- (c) Routine **Maintenance** (ERS C.7.3) is permitted without re-measurement and re-**certification**.
- (d) If any hull moulding is repaired in any other way than described in D.2.3(c), a **certification measurer** shall verify on the **certificate** that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair. The **certification measurer** shall also describe the details of the repair on the **certificate**.

D.2.4 DEFINITIONS

(a) HULL DATUM POINT

The **hull datum point** is the aft face of the transom.

The base line is a line along the centreline of the hull from a point 197mm below the keel in the plane of the aft face of the transom to a point 102mm below the keel at Station 1 transverse section.

D.2.5 IDENTIFICATION

- (a) The hull shall carry the WS Plaque permanently placed on the vertical face of the rear buoyancy tank..
- (b) In wooden hulls the registered number shall be carved in the aftermost face of the centreboard case above the floor or floorboards in numbers not less than 25mm high. In glass fibre hulls the number shall be permanently marked in the hull in accordance with the relevant Licence Agreement.

D.2.6 BUILDERS

- (a) The hull shall be built by a builder licensed by IGPCA or an amateur owner.
- (b) All moulds shall be approved by IGPCA.

D.3 HULL SHELL

D.3.1 MATERIALS

- (a) The hull shell shall be built from wood or fibre reinforced plastic or a combination of FRP and wood. Carbon and/or Kevlar reinforced materials are not permitted.
If plywood is used in the external shell only, it be not less than 5mm thickness. If plywood is used in the deck only, it shall be not less than 4mm thickness.
- (b) There shall be three versions of the glass fibre GP. Fourteen. The first which shall be known as Version "A" will have hull and decks of glass fibre. The second, which shall be known as Version "B" will have a glass fibre hull with wooden decks. The third, which will be known as Version "C", shall have a fibre reinforced plastic hull with wooden interior and decks.

- D 3.2 CONSTRUCTION –**
1. It is Association policy to allow boat modifications for disabled people.
 2. An index of the Class Plans is given in Section H.
 3. Scuppers must be fitted with devices capable of effectively closing the scuppers at any time
 4. The width of the inner coamings may be increased by the use of an additional strip of timber not exceeding 38mm deep by 25mm wide, section optional. These additions shall not be regarded as part of the side deck.
 5. The number of seats in all wooden boats may be four or two, details and dimensions are shown on the Plans.
 6. For safety reasons, no rigid material shall project forward of, or upward from, the stem head fitting.
 7. In GRP hulls, the plan width measurement of the rubbing beads shall be taken from the point where the topsides of the glassfibre shell and deck would intersect if projected.
 8. In glassfibre boats beam measurements at gunwale height shall be taken at the required distances from the transom at points where the topsides of the glassfibre shell and the deck would intersect if projected.

D.4 DECK

D.4.1 MATERIALS

- (a) The deck shall be built from wood or fibre reinforced plastic.

D.4.2 CONSTRUCTION

- (a) To conform to the Plans.

D.5 BUOYANCY TANKS

.5.1 CONSTRUCTION

- 5.1.2. In SERIES 2 boats the minimum buoyancy shall be built into the hull at the time of manufacture in accordance with the plans. The bungs between the bow tank and the under-floor buoyancy, those in the aft side buoyancy and those which drain the under floor buoyancy through the transom shall be fitted, and shall be of the screw or bayonet type.
- 5.1.3 In glass fibre hulls the minimum total buoyancy shall be built into the mouldings during manufacture. Moulded hulls built after May 1st 2010 shall have at least three, separate buoyancy compartments.

D.6 GUNWALE AND RUBBING STRAKES / BULKHEADS / Thwarts

D.6.1 MATERIALS

- (a) The rubbing strake, bulkheads and thwart shall be wood or fibre reinforced plastic

D.6.2 CONSTRUCTION

- (a) The rubbing strake shall run unbroken on each gunwale and shall conform to the Plans.

D7 and D.8 These numbers are not used.

D.9 ASSEMBLED HULL

D.9.1 FITTINGS

9.1.1. The following optional fittings are permitted and must not be substantially in excess of their intended function in either weight or size.

(a) Mast step track for use only on boats with total underfloor buoyancy or the mast step modification	(u) self bailers
b) Stem head fitting	(v) rudder gear
(c) Flexible sheet-catcher at stem head, max length 75mm	(w) tiller extension
(d) Spinnaker stowage gear, excl. spinnaker chutes	(x) mainsheet tackle
(e) Spinnaker boom fittings and control gear	(y) Centre Mainsheet tackle
(f) Halyard stowage, including clips solely for spinnaker sheets under rubbing bead	(z) mainsheet jamming cleat
(g) Mainsail luff and foot tensioners	(aa) Boom end fittings
(h) Mainsheet horse of any type fitted on aft deck	(bb) Centreboard friction device
(i) Transom flaps.	(cc) Centreboard slot flaps
(j) Shroud plates, including vernier shroud de-rakers	(dd) Watertight hatch covers
(k) Compass	(ee) Mooring cleats
(l) Wind direction indicator	(ff) Lifting handles
(m) Foresail fairleads and cleats	(gg) Anchor warp fairleads
(n) Spinnaker fairleads and cleats, including twinning lines	(hh) Hound Plate
(o) Halyard cleats and tensioners	(ii) Whisker Pole fittings
(p) Kicking strap and fittings	(jj) Masthead Halyard lock

(q) Spinnaker halyard fittings	(kk) Centre mainsheet horse fitted above thwart
(r) Mast gate	(ll) Foresail furling gear
(s) gooseneck	(mm) Righting lines
(t) Toe strap	(nn) Genoa Cunningham

9.1.2. No part of any deck mounted fitting shall extend outboard of the point where the exterior face of the topsides and the deck would intersect if projected, with the exception of righting lines (14.1 rr). The righting lines may be used solely for aiding the recovery of a capsized boat.

It is permitted to fit hooks under the gunwale to capture the spinnaker halyard when that sail is lowered. Such hooks to not project outside the line of the gunwale.

9.1.3. Foresail fairleads may be fitted anywhere on the side decks but may not overhang either inboard or outboard. Alternatively, a slot may be cut into each side deck for the passage of foresail sheets. Under deck fittings and mounting blocks must not contravene Rule 14. The positions and dimensions of these slots is shown on the Plans. *Holes may be cut in the deck to permit the launching and recovery of the spinnaker from under deck bags or bins. The shape of the holes is optional. The controlled dimensions of these holes is given in the table in D 9.2.*

9.1.4. In positioning any fittings, the structure of the boat may not be altered other than by making the necessary mountings, holes for bolts, screws, rowlocks, self bailers or shroud plates with the exception that up to a total of 5806 sq. mm. of surface on the decks or internal woodwork may be altered to allow the passage of spinnaker sheets, control lines, foresail sheets (see 9.1.3) but not main sheets. Nothing in this exception shall be allowed to interfere with the buoyancy chambers provided for under Rule D5.

D.9.2 DIMENSIONS

The measurement table below defines the positions for measurements and the tolerances allowed for the individual dimensions.

The keel line shall be taken as the intersection line from transom to stem of the hull shell and the **hull** centreplane. The sections shall be taken as vertical, transverse planes at the following positions:

- Section 1: at 3658 mm from **hull datum point** as defined in D.2.4
- Section 2: at 2819 mm from **hull datum point** as defined in D.2.4
- Section 3: at 1829 mm from **hull datum point** as defined in D.2.4
- Section 4: at 914mm from **hull datum point** as defined in D.2.4
- Section 5: at 0 mm , the transom, **hull datum point** as defined in D.2.4

The baseline shall be on the centreplane of the **hull** at the at following vertical distances:
at the **hull datum point** as defined in D.2.4, 197 mm below the **hull** shell at section 1, 102 mm below the **hull** shell

Measurement Points	Min mm	Max mm
Length overall – transom to forward edge of Stem head fitting or Stem band	4242	4292
Transom to forward edge of the cockpit	2738	2888
Transom to aft edge of cockpit (forward face of coaming)	370	520
Mast Slot in deck		
Fore and aft including wooden coaming	79	83
Athwartships	n/a	64
Athwartships for a wooden mast	n/a	76
Transom to aft face of mast slot in deck	2801	2825
Mast Step		
Aft face of transom to forward edge of aft coloured band	2830	n/a
Aft face of transom to aft edge of forward coloured band	n/a	2940
Height of mast track above floor	n/a	22
Shroud hole position		
Distance from sheerline to centre of hole	n/a	63
Maximum diameter of hole	n/a	22
Transom to centre of hole	2398	2410
Deck width and Height		
Side deck width at 457mm from transom	126	178
Side deck width at 2134mm from transom	126	178
Side deck width at 2818mm from transom	270	381
Sheerline to floor level at 2819mm from transom	480	504
Rubbing bead gunwale width	16	38
Rubbing Bead gunwale depth		38
Inner coaming width		38
Inner coaming depth		25
Headsail sheet slots in deck (if fitted)		
Area of slot (width times length in sq.mms) for each slot		2250 sq.mm.
Distance of headsail sheet slot from transom	2500	2685
Distance from outer edge of slot to inner edge of side deck	25	
Height of centre mainsheet post above thwart		100
Spinnaker Launch & recovery holes in deck (if fitted) – check each side		
Distance of rear edge of hole from transom	2500	
Distance of front edge from transom		2865
Distance from any edge to sheerline or inner deck edge	25	
Area of hole in sq. cms.		600
Stem shape and centreboard bolt		
Apply Stem Template as per Plan and measure maximum distance of stem from template	n/a	20
Base line to top of Stem	762	812
Intersection of base line with continuation of stem from transom	4128	4178
Transom to centre of Centreboard Bolt/pivot pin	2477	2501
Outer face of keel to centre of Centreboard bolt/pivot	77	101
Keel		
Width of keel band (on Stem and at four other points)	16	19
Bilge Keels		
Overall length	1981	n/a
Length of un-tapered section	1829	n/a
Cross section of un-tapered length	13 by 38mm	
Rectangular Scuppers (if fitted)		
Width of scupper hole		180
Height of scupper hole		100
Nearest point of each scupper to centre line of hull	75	n/a
Minimum distance to underside of hull	20	n/a
Do scuppers have effective closing devices?	Yes/No	
Circular Scuppers in Series 1 Boats		

Diameter of Scupper holes	140	150
Distance between scupper hole centres	305	317
Distance from scupper hole to underside of hull	25	N/A
Do scuppers have effective closing devices?	Yes/No	
For Series 1 Boats with separate floorboards		
Width of board from c/line to outer edge	300	380
Thickness of floorboards (including edge reinforcement)	5	15
Maximum dimensions of floorboard cut outs for access to self bailers		300 by 100mm
Maximum area of cut out for access to c/board bolt (per side)		5000 sq.mm
Maximum area of cut out for access to buoyancy tank drain plug		9500 sq.mm

Measurement of Beam and Hull Shape						
	Station 1		Station 2		Station 3	
	Min mm	Max mm	Min mm	Max mm	Min mm	Max mm
Beam	750	774	1316	1340	1526	1550
Base Line to Keel	102	102	10	34	11	35
Rubbing Bead depth	16	38	16	38	16	38
Keel Width	54	80	70	80	n/a	n/a
Keel Depth	15	21	15	21	n/a	n/a
Chine Beam	488	512	1042	1066	1318	1342
Chine to base line	288	312	178	202	135	159
Keel to Sheerline	626	650	630	654	563	587
	Station 4		Station 5			
	Min mm	Max mm	Min mm	Max mm		
Beam	n/a	n/a	1156	1180		
Base Line to Keel	80	104	197	197		
Rubbing Bead depth	16	38	16	38		
Keel Width	n/a	n/a	70	80		
Keel Depth	n/a	n/a	15	21		
Chine Beam	1280	1304	1030	1054		
Chine to base line	197	221	283	307		
Keel to Sheerline	463	487	353	377		
Metal keelband width along keel – Width Min/Max – 16/19mm, Thickness Min/Max – 3/5mm						

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Centreboard**
- (b) **Rudder**

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) **Hull appendages** shall not be altered in any way except as permitted by these class rules.
- (b) Routine **Maintenance** (ERS C.7.3) is permitted without re-measurement and re- **certification**
- (c) The leading and bottom edges of the centreboard and rudder blade may be protected by a strip of optional material not exceeding 6.5mm x 6.5mm in cross section. The centreboard and rudder blade may be protected by glassfibre sheathing within the permitted thickness tolerances.

E.2.3 MANUFACTURERS

- (a) The **hull appendages** shall be made by professional manufacturers or amateur owners.

E.3 Centreboard

E.3.1 MATERIALS

- (a) The **centreboard** shall be of solid or laminated wood or glass reinforced plastic but excluding carbon and Kevlar fibre materials.
- (b) The **centreboard** may be covered with paint finishes or, in the case of wooden boards, a resin coating

E3.2 DIMENSIONS

Measurement Point	Min mm	Max mm
Maximum width of edge bevelling from any edge	N/A	51
Maximum width of edge bevelling from any edge	N/A	51
Length of blade parallel to leading edge from bolt hole centre to tip	945	995
Bolt hole to leading edge at rt angles to leading edge	61	71
Cross measurement at extremity of the centreboard between the extensions of the leading and trailing edges at rt angles to the leading edge	280	304
Cross measurement at rt angles to leading edge at a point 762mm from the extremity	362	374
Radius of the comers, of the centreboard or rectangular rudder blade is optional, but the centre of the circle of which one comer is part must be located on the centreboard or rectangular rudder blade and on the straight line which bisects the angle formed by the adjacent edges.		

E.4 RUDDER BLADE, RUDDER STOCK AND TILLER

E.4.1 RULES

- (a) The profile shall conform to either the Spoon Profile or Rectangular Profile options as shown on the Plans.

E.4.2 MANUFACTURERS

The manufacturer of the rudder stock, blade and tiller is optional.

E.4.3 MATERIALS

- (a) The **rudder** blade shall be of wood or fibre reinforced plastic.
- (b) The **rudder** stock shall be of wood, metal or fibre reinforced plastic.
- (c) The tiller shall be of wood metal or fibre reinforced plastic.
- (d) The use of Kevlar or carbon based fibre materials is not permitted except in the tiller and tiller extension.

E.4.4 CONSTRUCTION

The rudder blade may be fixed or retractable. The rudder stock design is optional.
The type and length of tiller is optional.

E.4.5 FITTINGS

Rudder gear, Tiller extension.

E4.6 DIMENSIONS

Measurement Point – with the rudder fitted to the boat and blade lowered	Min mm	Max mm
Original (Spoon) Blade		
Length from garboard seam	n/a	597
Maximum width of edge bevelling from any edge	N/A	51
Maximum width of edge bevelling from any edge	N/A	51
Width of blade at maximum point	324	326
Alternative Rectangular Blade		
Length from garboard seam	661	711
Thickness of blade (check permitted bevel)	13	20
Width of blade	324	336

SECTION F – RIG

F.1. PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) Standing **rigging**
- (d) Running **rigging**

F.1.2 OPTIONAL

- (a) Spinnaker pole and whisker pole

F.2 GENERAL

F.2.1 RULES

- (a) The **spars** and their fittings shall comply with the **class rules** in force at the time of **certification** of the **spar**.
- (b) The standing and running **rigging** shall comply with the **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Spars** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance is permitted without re-measurement and re-**certification**

F.2.3 CERTIFICATION

Spars are controlled by the manufacturer and are not certified by the Certification measurer.

F.2.4 DEFINITIONS

- (a) MAST DATUM POINT
The **mast datum point** is the **heel point**

F.2.5 MANUFACTURER

- (a) For a wooden mast, the manufacturer is optional and there is no licence required. For metal masts and booms the suppliers shall be registered with the IGPCA. Technical drawings are agreed with licenced manufacturers.

F.3 Mast

F.3.1 MATERIALS

- (a) The **spar** shall be of wood or aluminium alloy.

F.3.2 CONSTRUCTION

- (a) The **spar** extrusion shall include a fixed sail groove or track.
- (b) permanently bent masts are prohibited

F.3.3 FITTINGS

- (a) MANDATORY – these are defined in the engineering drawing from the manufacturer registered with the IGPCA.
 - 1) Mast head fitting
 - 2) Shroud tangs
 - 3) A set of fixed spreaders
 - 4) Mainsail halyard sheave box
 - 5) Headsail halyard sheave box
 - 6) Spinnaker halyard sheave box
 - 7) Spinnaker pole fitting
 - 8) Spinnaker pole lift block with attachment
 - 9) Gooseneck
 - 10) Kicking strap attachment
- (b) OPTIONAL
 - (1) One mechanical wind indicator
 - (2) Compass bracket
 - (3) Spinnaker pole downhaul block with attachment

F3.4 DIMENSIONS

Measurement points Note – Series 1 mast mounts on floor hog base Series 2 mast mounts on inner floor track fitting	Min mm	Max mm
Distance from heel point to lower limit mark	1170	N/A
Distance from heel point to upper limit mark	N/A	6656
Heel point to top of spinnaker halyard sheave	N/A	4930
Heel point to top of foresail halyard sheave	N/A	4777
Heel point to top of Spinnaker Boom attachment	N/A	1322
Weight of wooden mast	10.9 kilos	N/A

F.4 BOOM

F.4.1 MATERIALS

- (a) The **spar** shall be of wood or aluminium alloy
- (b) Permitted surface finish shall be of varnish, paint or anodised aluminium

F.4.2 CONSTRUCTION

- (a) The **spar** extrusion and shall include a fixed sail groove or track which may or may not be integral with the **spar** but shall be of the same material
- (b) The structure of the metal boom may only be altered to make the necessary holes for fixings and mainsail foot tensioning sheaves and control lines.
- (c) The spar may be shortened from the standard manufacturer length supplied by removing tube. Sharp edges to be rounded or capped.
- (d) The aft end of the spar may have a cutaway wedge of extrusion removed to permit the insertion of a turning block to allow the mainsheet to be run inside the spar.

F.4.3 FITTINGS

- (a) MANDATORY these are defined in the engineering drawing from the manufacturer registered with the IGPCA.
 - 1) Two single sheave mainsheet blocks with attachments
 - 2) Clew outhaul blocks and attachments
 - 3) Kicking strap fitting
 - 4) Gooseneck attachment
 - 5) Boom end fittings
- (b) OPTIONAL
 - 1) Not more than two wire strops for mainsheet blocks
 - 2) Spinnaker pole stowage fittings

F4.4 DIMENSIONS

Measurement Points	Min mm	Max mm
Minimum distance of outer end of boom beyond Outer Point	51	N/A
If the lower side of the outer end has a cutaway for a mainsheet block, the length of the cutaway is controlled. Distance from inner end of cutaway section from forward edge of outer point	N/A	246mm

F.4.5 WEIGHTS

The weight of the boom is not controlled.

F5 SPINNAKER POLE and WHISKER POLE

F.5.1 MANUFACTURER

- (a) Manufacturer is optional

F.5.2 MATERIALS

- (a) The **spar** may be of any material

- F.5.3 FITTINGS
(a) attachment hooks at each end, uphaul/downhaul attachment fitting approximately at the midpoint

F.5.4 DIMENSIONS

	Min	Max
Overall length of spinnaker pole, including fittings	N/A	1829mm

F.7 Standing Rigging

F7.1 MATERIALS

- (a) The **standing rigging** shrouds shall be of stainless-steel wire strand. The forestay may be of wire strand or a fibre rope capable of supporting the mast when no headsail is set

F7.2 DIMENSIONS

The lengths of the standing rigging are not controlled. The forestay and side stays attach to a stem head plate and chain plates whose positions are controlled. Side stays shall be of multi wire strand, minimum diameter 3mm.

F.6 - number not used.

F.8 Running Rigging –

F.8.1 MATERIALS

- (a) The type, material and arrangement of all running rigging is optional.

F.8.2 CONSTRUCTION

(a) MANDATORY

- (1) Mainsail **halyard**
- (2) Mainsail **sheet**
- (3) Kicking strap
- (4) Headsail **halyard**
- (5) Headsail **sheets**
- (6) Spinnaker **halyard**
- (7) Spinnaker **sheets**
- (8) **Spinnaker pole** lift and downhaul

(b) OPTIONAL

- (1) **Mainsail** Cunningham line
- (2) **Mainsail outhaul**
- (3) Headsail Cunningham line
- (4) Single line spinnaker Barber haulers capable of modifying the sheeting angle in one direction only

F.8.3 DIMENSIONS

The dimensions of the running rigging are not controlled.

F.8.4 WEIGHTS

The weight of the running rigging is not controlled.

SECTION G = SAILS

G.1 PARTS

G.1.1 MANDATORY

- (a) **Mainsail**
- (b) **Headsail**

G.1.2 OPTIONAL

- (a) **Spinnaker**

G.2 GENERAL

G.2.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at the time of **certification**.
- (b) **Sails** shall be measured using the ERS system

G.2.2 CERTIFICATION

- (a) The **certification measurer** shall **certify** mainsails and headsails in the **tack** and spinnakers in the **head** and shall apply the IGPCA sail stamp then sign and date the **certification mark**.
- (b) The WS or an MNA may appoint one or more **In-House Certification measurers** to measure and **certify sails** produced by that manufacturer..
- (c) *RRS App G*, under G5 the use of National letters at international events is optional.

G.2.3 SAILMAKER

- (a) Professional sailmakers shall register with the IGPCA. Amateur sailmakers may manufacture sails which shall be measured by a **Certification measurer** before use for racing.

G.3 Mainsail

G.3.1 IDENTIFICATION

- (a) The sail number, letter(s) and class bell insignia shall be placed as laid down in the Racing Rules of Sailing.



- (b) The insignia and figure shall not be less than 300mm high
- (c) Holders and past holders of the National Championship may wear an additional bell 102mm in height immediately above the Class insignia.
- (d) Holders and past holders of the World Championship may wear an additional bell 102mm in height surrounded by a circle of not more than 152mm diameter immediately above the Class insignia.

G.3.2 MATERIALS

Mainsails and foresails shall be made of cotton of which the minimum weight shall be 4.5 oz per square yard (152 g/m².) or of synthetic fibre cloth of which the minimum weight shall be 4.5 oz per square yard. Mainsails may be made, as an alternative, from laminate fabric

G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply/laminated ply** throughout. Laminated ply mainsails may have a woven ply panel along the foot.
- (c) The **sail** shall have 3 **batten pockets** in the **leech** which must divide the leech into approximately four equal parts.
- (d) A transparent unwoven panel(s) may be incorporated in the mainsail as a window(s). The maximum surface area of the panel(s) is controlled and listed in G3.4 below
- (e) Flotation panel – It is permitted, whilst racing, to incorporate a flotation panel at or near the head of the mainsail for the purpose of increasing the resistance to hull inversion following a capsize. The flotation panel may be permanent or removable but, if removable, shall be fixed securely in place when fitted.
- (f) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, **batten pocket patches**, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, one or two **windows**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

G3.4 DIMENSIONS

Mainsail	Min	Max
Luff Length		5486mm
Foot Length		2438mm
Leach Length		5791mm
Quarter Width		2190 mm
Half Width		1558 mm
Three Quarter Width		857 mm
Cross measurement 102mm below head		165mm
Total area of window(s)		0.2 sq. m
Minimum distance of window from any sail edge	150mm	150mm min.
Length of top batten pocket		635mm
Length of middle and lower batten pocket		787mm
Width of battens		51mm

G.4 GENOA

G.4.1 MATERIALS

Mainsails and foresails shall be made of cotton of which the minimum weight shall be 4.5 oz per square yard or of synthetic fibre cloth of which the minimum weight shall be 4.5 oz per square yard.

G.4.2 CONSTRUCTION

- The construction shall be: **soft sail, single ply sail**.
- The **body of the sail** shall consist of the same **woven ply and/or laminated ply** throughout.
- The following are permitted: Stitching, glues, tapes, corner eyes, hanks, leech line with cleat, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- A transparent unwoven panel must be incorporated in the sail as a window. Note: Trapezoidal shapes within the dimensional tolerances are accepted.

G4.3 DIMENSIONS

Genoa	Min	Max
Luff Length		4089mm
Foot Length		2286mm
Leach Length		4089mm
Distance from head to centre of foot		4140mm
Transparent Window dimensions		
Height of panel	200mm	Max 450mm
Length of panel	750mm	Min 750mm
Distance of lower edge from line between clew and tack	120mm	Max 370mm
Minimum distance from luff and from leach	230mm	
Lay up format of luff wire	Stainless Steel wire strand	
Minimum diameter of luff wire	3mm	
Distance of tack above deck when hoisted		Max 152mm

G.4.4 FITTINGS

The following permitted fittings are optional and must not be substantially in excess of their intended function in either weight or size.

Genoa Cunningham; Foresail furling gear

G5 Jib

G.5.1 MATERIALS

Mainsails and foresails shall be made of cotton of which the minimum weight shall be 4.5 oz per square yard or of synthetic fibre cloth of which the minimum weight shall be 4.5 oz per square yard. (152 g/m²)

G.5.2 CONSTRUCTION

- The construction shall be: **soft sail, single ply sail**.

- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- c) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, leech line with cleat, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*. Battens are not permitted
- (d) A transparent unwoven panel may be incorporated in the jib as a window.

G 5.3 FITTINGS

The following permitted fittings are optional and must not be substantially in excess of their intended function in either weight or size.

Jib Cunningham ; Foresail furling gear

G.5.4 DIMENSIONS

Jib	Min	Max
Luff Length	3658mm	
Foot Length	1753mm	
Leach Length	3200mm	
Transparent Window dimensions		
Height of panel		610mm
Length of panel		305mm
Distance of lower edge from line between clew and tack	152mm	229mm
Minimum distance from leach	305mm	381mm
Lay up format of luff wire	1 by 19 strand	
Minimum diameter of luff wire	3mm	

G.6 Spinnaker

G.6.1 MATERIALS

- (a) The **woven ply** fibres and colours are optional .

G6.2 IDENTIFICATION

The use of numbers of sail numbers on spinnakers is optional.

G.6.3 CONSTRUCTION

- (a) The construction shall be: **woven ply, soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable *rules*. Battens are not permitted.

G6.4 DIMENSIONS

Spinnaker	Min	Max
Luff Length and Leach Length		3962mm
Foot Length		2286mm
Half width		2337mm
Foot median		4242mm

Part 3 - Section H – Rules governing equipment control and inspection

Class Rule D3.2.2 - Hull Construction

Table of Plan Sheets. The Plans include many guidance notes for builders

The dimensions are given in the Plans

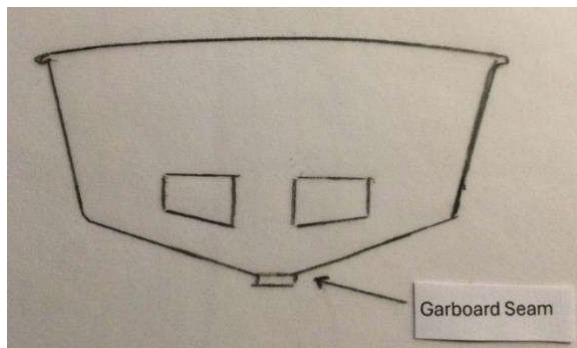
- Sheet 1-4 Series 1 Wooden Construction Drawings
- Sheets 5 & 6, Series 1 wooden boat, approved weight reduction methods
- Sheets 7-12 Mk 1-3 GRP construction
- Sheets 13-15, Mk 4 GRP construction
- Sheets 16-18 Amos FRP construction
- Sheets 19-21 Series 2 Wooden Construction
- Sheets 21, 21.1, 22, 23, 24, 27.1, 27.2, and 27.3 , Series 2 wooden component details and templates
- Sheet 25 Series 1 wooden hull mast step conversion
- Sheet 26 Series 1 Wooden boat, self-draining floor installation
- Sheet 27 Series 2 wood, alternative Floor Construction
- Sheets 28-33, Series 2 wooden boat construction drawings

Class Rule C 7.3 - Hull appendages, rudder blade depth measurement

The measurements in Section C7.3 for the two types of rudder blade permitted are performed by fitting the rudder stock to the transom and fully lowering the blade.

The measurement required is the depth of the blade below the garboard seam at the base of the transom when fully lowered.

The garboard seam is the horizontal line where the base of the transom meets the aft end of the keel (see figure below). The keel is moulded into the transom on plastic boats, so a line can be drawn on the transom in an equivalent position for measurement. The measurement can be taken with the rudder fitted if using a suitable set square at the lower tip of the blade, alternatively a projection of the garboard seam position can be marked on the blade with tape and the measurement taken with the rudder off the boat, from blade tip to tape marker.



APPENDIX 1 – Class Rules specific to Series 1 GP14s

App 1 -1 Identification

In SERIES I wooden hulls the registered number shall be carved in the hog aft of the centreboard case in figures not less than 25mm high.

App 1.2 Floorboards

2.1 The intention of the Rules on floorboards, on Series 1 hulls, is to prevent their use as unofficial weight correctors

2.2 Construction and dimensions of floorboards and cut-outs

Floorboards may be separate planks, one or more pieces of plywood, or a combination of both:

- (a) Measuring from the centre-line of boat, they will cover an area shown on the Plans and be not less than 300mm or more than 380mm in width. The only exception of this maximum is for boats subject to Rule 20.9. Any gap between inboard edge and adjacent board or plate-case shall not exceed 25mm.
- (b) Floorboards must be of uniform thickness, a minimum 5mm and maximum 15mm, including paint except that the edges may be reinforced. Any such reinforcement shall have a maximum width of 50mm, be of uniform thickness and the total overall thickness of the board and its reinforcement shall be within 15mm thickness.
- (c) It is permitted to cut holes in the floorboards for access to:
 - 1. Self bailers to a maximum hole of 300mm x 100mm
 - 2. Centreboard bolt, to a maximum area per side of 5,000 sq. mm.
 - 3. Buoyancy tank drain plugs to a maximum area of 9,500 sq. mm.
 - 4. The frames for the purpose of attaching the toe-straps to them. The total area of these cutouts must not exceed 6,000 sq. mm.
- (d) In the case of previously registered boats modified in accordance with Rule 20.9—to incorporate the alternative side bench arrangement shown on Sheet 5 of the Plans to cover the area indicated.
- (e) The intention of the Rules on floorboards is to prevent their use as unofficial weight correctors.
- (f) For boats having total under floor buoyancy from Station 2 to Transom. Rules 3.9 a) to e) do not apply. The floor being an integral part of the buoyancy compartments, alterations and additions affecting the integrity of the buoyancy are prohibited.

2.3 Frame top spacers

Wooden spacers may be added to the frames and floor-bearers to facilitate the passage of control lines, providing that such spacers conform to the following:

- (a) They must not be wider than the frame thickness
- (b) They must not be thicker than 20mm
- (c) They may be drilled or grooved to provide a passage for control lines
- (d) They must be made from either the same species of timber as that used for the frames or timber having generally similar strength, weight and durability characteristics. The reason for this section is to prevent the spacers from being used as weight correctors.
- (e) The spacers detailed above may be an integral part of the frame or bearer but must not extend beyond the width of the floorboards.

2.4 Centre Board case stiffening on Series 1 GRP hulls

It is permitted to fit one strengthening strut to each side of the centreboard case between the centreboard case and frame 2. The strut may be of either light alloy tube having a maximum section of 1.25" o/d x 16 s.w.g. or wood having a cross section that will fit inside a 32mm square.

2.5 - Buoyancy

Wooden Boats -Series 1

- (a) Buoyancy is to be at least four units of over 45kg each and a total of not less than 365kgs.
- (b)
 - (i) One unit shall be fixed under the foredeck.
 - ii) One unit shall be fixed under the afterdeck or alternatively, two units of not less than 45kg each one each side, fixed between the aft seat knees and the transom may be fitted.
 - (iii) The remainder of the minimum buoyancy shall be equally distributed under the side decks.
- (c) All removable buoyancy shall be firmly secured by webbing straps not less than 25mm width screwed to the boat. There shall be at least three straps on each unit of removable side buoyancy.
- (d) Built in buoyancy of wooden construction may be fitted but the forward unit shall not extend aft of Frame 2 nor shall the after unit extend forward of the after-deck beam by more than the thickness of the wood used.

2.6 Wooden Mast dimensions

Measurement points	Min mm	Max mm
Note – Series 1 mast mounts on floor hog base		
Distance from heel point to lower limit mark	1270	N/A
Distance from heel point to upper limit mark	N/A	6756
Heel point to top of spinnaker halyard sheave	N/A	5030
Heel point to top of foresail halyard sheave	N/A	4877
Heel point to top of Spinnaker Boom attachment	N/A	1422
Weight of wooden mast	10.9 kilos	N/A

APPENDIX 2

Guidance to owners on the performance of a buoyancy test

(Note – the Class Rules do not specify a test of the effectiveness of the buoyancy, as this is responsibility of the owner.)

Buoyancy Bags

The checks on buoyancy bags are obvious.

- Is the buoyancy sufficient?
- Is it correctly distributed around the boat?
- Is it adequately secured to the boat?
- Is it inflated and does it stay inflated

Built in Buoyancy tanks

These can normally be tested satisfactorily using an air pressure test. Using a length of plastic tubing approximately 9mm bore, wind some tape around the tube until you form a bung which will fit into the buoyancy tank drain hole. If necessary seal the gaps around the tube with BluTack or similar. Blow into the tank, if the tank is completely sealed there will be an immediate resistance to blowing in. Place your thumb over the outer end of the tubing and release after 15 seconds. If there is a rush of air escaping, the tank is well sealed and has passed the test.

Inspection hatches

One hatch is sufficient in the bulkhead for the bow tank. Underfloor buoyancy in wooden boats should have four hatches, two close to the foot of the mast (one either side of the centreline) and two under the rear deck. Check that there is an O-ring available for each hatch. It is good practice to remove the hatches for ventilation when not sailing.

Frequency

It is advised that the buoyancy is examined at least annually. If in any doubt the owner may

- check that the tanks are dry and
- have the boat swamped on its beam end, to port and to starboard for ten minutes each side with the stepped mast approximately horizontal and while supporting a minimum crew weight of 136kg.

Following this test the tanks should be checked and the volume of water in the tanks measured. When working effectively the tanks should not have more than, Side tanks each - 2 litres; Bow tank - 4 litres; Floor tanks - 4 litres. The total leakage = volume into the tanks should not exceed 5 litres