

THE RULES OF THE INTERNATIONAL G.P. FOURTEEN CLASS ASSOCIATION

REVISION DATED SEPTEMBER 2019

Note on revisions to the Rules version dated January 2012

Preamble – Change of office address

Rule 4 – Weight -definition of weight corrector positioning

Rule 11 – Sails – windows in mainsail

Rule 11 – Sails – addition of use of mainsail head float.

Rule 11 – Sails – optional use of nationality letters at International events

Rule 14 – Fittings – addition of genoa Cunningham adjuster

Copies of these Rules (price 50p, post free) and the building plans (wood boats Series I price £22.00, Series II price £55.00, including postage) may be obtained from the Hon. Secretary. The G.P. Fourteen Class International Association, Albert House, 42, Seymour Road, Astley Bridge, Bolton BL1 8PT, UK.

The royalty on a G.P. Fourteen, originating in Great Britain, is £42.00 + VAT. The royalty for a glass fibre hull is collected, by the Association, from the manufacturer and is included in the selling price. The royalty on wooden boats is payable to the Association.

Some Branches of the Association have different arrangements for glass fibre boats. Details of these will be supplied on application to the appropriate Branch Secretary.

Any printing errors or printing omissions shall not be held to have changed the Official Rules, a copy of which is held at the Head Office of the International G.P. Fourteen Class Association.

Contents

Page No	Rule
2	Rule 1 - General
2	Rule 2 - Dimensions
2	Rule 3 - Construction
3	Rule 4 - Weight and Weight distribution
4	Rule 5 – Centreboard, Rudder and Tiller
4	Rule 6 – Side Decks
4	Rule 7 – Mast
4	Rule 8 – Standing Rigging
4	Rule 9 – Main Boom
5	Rule 10 – Spinnaker Boom
5	Rule 11 - Sails
7	Rule 12 – Sail Battens
7	Rule 13 – Running Rigging
7	Rule 14 - Fittings
8	Rule 15 - Buoyancy
8	Rule 16 - Crew
8	Rule 18 – Registered Number
8	Rule 19 – Glassfibre Boats
9	Rule 20 – Class Certificates and measurers
9	Rule 21 – Changing the Class Rules
10	Sail Plan schematic

Rule 1 – General

1. The object of these Rules is to ensure that all boats are as nearly alike as possible.
2. If any measurer considers that there has been an attempt to depart from the design he is to report the matter to the Class Secretary.
3. Tolerances shown on the measurement form are to allow for errors in building and changes of shape through age.
4. Unless otherwise shown on the plans all wooden sections may be faired or rounded on an exposed edge up to a radius of half the thickness of that section.
5. The standard wooden GP 14 construction shall be known as SERIES 1. The alternative form of wooden construction shall be known as SERIES 2.

Rule 2 – Dimensions

As given in plans

- Sheets 1-4 SERIES 1 Wooden Construction.
Sheets 5-6 Weight reduction Series 1.
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 22-24 SERIES 2 Template Drawings
Sheet 26 SERIES 1 Wood, Floor Modification
Sheet 27 SERIES 2 Wood, Alternative Floor Construction
Approved amendments to Sheets 19 to 21 are shown on Sheet A

Rule 3 – Construction

1. Boats must be built as specified in the respective Plans with the proviso that in any case where the Plans and Rules are at variance the Rules shall prevail.
2. Wooden hulls to be planked in plywood not less than 5mm thickness, and decked in plywood not less than 4mm in thickness. Glassfibre hulls may be decked in plywood not less than 4mm in thickness.
3. Chine bone pieces may be rounded off externally to a radius not exceeding 25mm.
4. Bilge keels must be a minimum of 1981mm long. There must be two either side between keel and chines as positioned on the Plans. Ends may be tapered but 1829mm of each bilge keel must be not less than 13 x 38mm.
5. Metal keel and stem bands shall be of segmental section with a size tolerance of 16 x 3mm to 19 x 5mm.
6. Rubbing beads must be fixed approximately as shown on the Plans, minimum 16mm, maximum 38mm in width. Section optional. No rubbing bead shall be deeper at any point than the maximum permitted width. Rubbing beads shall not be regarded as part of the side decks.
7. In glassfibre boats the plan width measurement of the rubbing beads shall be taken from the point where the topsides of the glassfibre shell and the 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 the points where the topsides of the glassfibre shell and the deck would intersect if projected.
9. 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.
10. (a) In addition to the drain holes there may be two circular scuppers in the transom. These shall be maximum 152mm and minimum 140mm in diameter. They shall be spaced at maximum 317mm minimum 305mm centre to centre, and be equidistant from the centre line of the boat. The edge of the holes shall at no point be less than 25mm from the underside of the hull.
 - (b) In Series 2 boats two scuppers may be fitted in the transom. Each scupper must fit within a rectangular area 180mm wide x 100mm high. The base shall be a maximum length of 180mm and with a maximum height of 100mm. The base shall be parallel to, and a minimum distance of 30mm from the underside of the hull. The nearest point of each scupper, measured at right angles to the centre line of the transom, shall be a minimum distance of 75mm, from the centre line. The scuppers shall be equidistant from the centre line.
 - (c) Scuppers must be fitted with devices capable of effectively closing the scuppers at any time.
11. 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.
12. 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.

13. It is Association policy to allow boat modifications for disabled people.
14. The number of seats in all wooden boats may be four or two, the section and shape of the seats will comply with either drawings on Sheet No. 2 or Sheet No. 5 of the Plans. Measuring along the top of a seat knee the minimum dimension to the inboard edge of the knee (measured from the inside skin of hull) shall be 275mm. The general shape and fixing position of the seat knee shall conform to that shown on Sheet 2. The seats must be fitted flush to the inboard edge of seat knee.

Rule 4 - Weight and Weight Distribution

1. The weight of the hull including floorboards, centreboard, buoyancy and all permanently attached fittings, shall not at any time be less than 133 kilos.
2. Boats are to be weighed in a dry condition.
3. Weight correctors are permitted up to the weights and in positions specified below and subject to the following;
 - (a) A maximum floorboard thickness of 13 mm including all surface coatings.
 - (b) The correctors and fasteners will be made of non-rusting metal.
 - © The location of all fasteners shall be clear of all buoyancy.
 - (d) The number, position and weight of correctors shall be recorded on the Class Certificate by a registered measurer and countersigned by the Hon. Secretary. Subsequent changes to the number and weight of correctors used shall be verified by a registered measurer and recorded on the boat's certificate.
4. Weight correction up to a maximum of 7 kilos including fasteners shall be fastened to the underside of the thwart. 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.
5. It is not permitted to correct for weight by the use of components not included within the building plans and specifications, nor by making permitted components larger than necessary for the purpose of adding weight.
6. If the Association reduces the minimum weight specified in Rule 4.1 above, owners will be allowed to remove some or all of the weight correctors applied under Rules 4.3 and 4.4 subject to reweighing as required in Rule 4.3(d)
7. All boats shall be liable to assessment of radius of gyration and shall be required to meet the standards agreed by the General Committee from time to time and published in the current measurement form.

Rule 5 - Centreboard, Rudder and Tiller

1. The centreboard and rudder blade to be made of wood or plywood or fibre reinforced plastic (excluding carbon and Kevlar fibre materials) the underwater parts to be of minimum thickness 13mm, maximum thickness 20mm inclusive of paint or glassfibre sheathing. 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. The thickness of the underwater parts of the centreboard and rudder blade shall be constant to within 51mm of their edges.
2. The rudder may be fixed or retractable but must conform to a profile shown on the Plans.
3. The rudder stock design is optional.
4. 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.
5. The centreboard and rudder blade may be protected by glassfibre sheathing within the permitted thickness tolerances.
6. The type and length of tiller is optional.

PLEASE NOTE:

The Committee have approved an alternative rudder blade, rectangular in shape, with a width of 238mm min. to 244mm max. and a length from the garboard seam of 660mm min. to 711 mm max.

Rule 6 - Side Decks

The side decks must be constructed as shown on the Plans. From amidships to the beginning of the stern decking the side decks shall be between 127mm and 178mm wide and at no other point more than 381mm wide. In glassfibre boats with wooden decks these measurements are all increased by 19mm.

Rule 7 - Mast

(See also Rule 11.1)

1. Wooden masts shall be made as shown on the Plans. The minimum weight, including the Running Rigging, shall be 10.9kg.
2. Metal masts may be used only if they are supplied by a Licensed Manufacturer. They shall conform in all respects to the specification agreed with the Association, and shall only be equipped with other fittings as permitted in Rule 14. A drainage hole may be drilled in the foot of the mast. The structure of the metal mast as defined in this Paragraph may not be altered other than by making necessary holes for bolts, screws, rivets, halyards, shrouds, forestay and spinnaker boom uphaul and downhaul fittings. The maximum price at which a metal mast may be sold shall be determined by the Committee from time to time.
3. Permanently bent and rotating masts are prohibited.
4. In boats with total underfloor buoyancy or the mast step modification, two bands of contrasting colour shall be painted on the floor adjacent to the mast track as follows: the forward edge of the aft band shall be not less than 2827mm from the aft face of the transom: the aft edge of the forward band shall be not more than 2937mm from the aft face of the transom. The heel of the mast must stand in the mast track between these bands, and no alteration may be made to the position of the heel of the mast whilst racing.
5. The mast slot in the deck shall be a maximum of 76mm wide athwartships for a wooden mast and a maximum of 64mm for a metal mast. Where a metal mast is used, any mast slot wider than 64mm shall be reduced to 64mm or less by permanently attaching to each side of the slot or the mast optional non-resilient material of equal thickness. The mast must stand in the mast step/track and be totally enclosed within the slot in the deck by a mast gate.

Rule 8 - Standing Rigging

1. One forestay and two shrouds must be used and shall be capable of supporting the mast whilst sailing without a headsail.
2. A set of shroud spreaders or diamond stays may be fitted.
3. The effective length of the standing rigging may not be altered whilst racing.

Rule 9 - Main Boom

(See also Rule 11.2)

1. The wooden boom shall be round or rectangular and made as shown on the Plans.
2. Metal booms may be used only if they are supplied by a Licensed Manufacturer. They shall conform in all respects to the specification agreed with the Association, and shall only be equipped with other fittings as permitted in Rule 14.
3. The maximum price at which a metal boom may be sold shall be determined by the Committee from time to time.
4. The structure of the metal boom as defined in Rule 92 may only be altered to make the necessary holes for bolts, screws, rivets, mainsail foot tensioning sheave and control lines or wires. In addition, the removal of the end of the boom in part or in whole is permitted to within 51mm of the forward edge of the black band, all sharp edges formed to be rounded or capped.

Rule 10 - Spinnaker Boom

1. The spinnaker boom and the whisker pole shall be of optional material and design. Neither shall exceed 1829mm in length including the fittings.
2. One end of the spinnaker boom or whisker pole must be attached to the mast, when in use, at a point not more than 1422mm from the heel of the mast. In Series II masts at a point not more than 1322mm from the base of the tenon.

Rule 11 – Sails

1. (a) Two bands of a contrasting colour shall be painted on the mast as follows: The upper edge of the lower band shall be 1270mm from the heel of the mast. In Series II masts this measurement shall be 1150mm from the lowest point of the shoulder of the tenon. The luff of the mainsail shall not extend below this point.
(b) The lower edge of the upper band shall be 6756mm from the heel of the mast. In Series II masts this measurement shall be 6636mm from the lowest point of the shoulder of the tenon.
The luff of the mainsail shall not extend above this point.
2. One band of contrasting colour shall be painted on the main boom. For wooden masts, the forward edge of this band shall be 2502mm from the aft face of the mast at the gooseneck measured along the boom. For metal masts the measuring point shall be from the aftermost face of the mast to the forward edge of the band, measured along the boom at right angles to the mast. This measurement shall be 2486mm.
3. (a) Class insignia of optional colour on the mainsail is to be:



with Registered Number figures below

- (b) The insignia and figure shall each be not 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.
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 internal diameter immediately above the Class insignia.
- (d) The use of nationality letters at all international events is optional.

Rules 11.3(d) and 11.3(e) referring to numbers on spinnakers are deleted.

4. Material: Mainsails and foresails shall be made of cotton of which the minimum weight shall be 4 oz. per square yard 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.
5. The maximum prices at which sails may be sold shall be decided by the Committee from time to time and such prices shall include all materials, insignia, numbers, sail battens, foresail hanks, windows and sailbag.
6. Measurements: All sail measurements are maxima. (A schematic diagram of the sails is appended to these Rules)
 - (a) GENOA
 - (i) LUFF 4089mm
FOOT 2286mm
LEACH 4089mm
HEAD TO MIDDLE OF FOOT 4140mm
 - (ii) A transparent unwoven panel must be incorporated in the sail as a window. The window shall have a transparent area covering a rectangle not less than 200mm nor more than 450mm deep and not less than 750mm long, the whole of the lower edge of which shall lie between 120 and 370mm from the straight line joining the tack and the clew when the sail is laid flat. At no point shall the window be less than 230mm from the luff and the leach. Note: Trapezoidal shapes within the dimensional tolerances are accepted.
 - (iii) The measurements of luff, leach and foot shall be taken between the bearing surfaces of the cringles with the sail free of wrinkles. In cases where the cringle is outside the sail the measurement shall be taken to the point of the sail nearest to the cringle. The head to foot measurement of the foresail shall be taken along the line of the fold which is formed when the sail is laid flat with the tack and clew together and the luff and leach coinciding.
 - (iv) Foresail tack to be not more than 152mm above the deck when hoisted.
 - (b) JIB
 - (i) LUFF 3658mm
FOOT 1753mm
LEACH 3200mm
 - (ii) A transparent unwoven panel may be incorporated in the jib as a window. It shall not exceed 610mm in length fore and aft and 305mm in height. The lower edge of the window shall be approximately parallel to a straight line joining the tack and clew of the jib when the sail is laid flat. The lower edge of the window shall

be not more than 229mm nor less than 152mm from this straight line and the after edge of the window shall be not more than 381mm nor less than 305mm from the leach.

(c) MAINSAIL

- (i) LUFF 5486mm
FOOT 2438mm
LEACH 5791mm
- (ii) The mainsail leach measurement shall be taken with the sail free of wrinkles.
- (iii) The cross measurement at a quarter height of the luff, taken at right angles to the luff, shall be 2261mm.
- (iv) The quarter height measurement shall be taken along the line of the fold which is formed when the bottom forward corner of the tack (at the nearest point to the tack cringle) is placed on the mid point of the luff with the two lower quarters of the luff coinciding and the sail smoothed out.
- (v) The cross measurement at half the height of the luff taken at right angles to the luff shall be 1676mm.
- (vi) The half height measurement shall be taken along the line of the fold which is formed when the top forward corner of the headboard is placed on the bottom corner of the tack (at the nearest point to the tack cringle) with the two halves of the luff coinciding and the sail smoothed out.
- (vii) The cross measurement at three quarters of the height of the luff taken at right angles to the luff shall be 965mm.
- (viii) The threequarter height measurement shall be taken along the line of the fold which is formed when the top forward corner of the headboard is placed on the mid-point of the luff with the two upper quarters of the luff coinciding and the sail smoothed out.
- (ix) The measurement taken at right angles to the luff 102mm below the head shall be 165mm.
- (x) The measurement of the leach shall be along a straight line from the top of the headboard nearest to the mast to the corner of the clew.
- (xi) The luff and foot of the mainsail shall be attached within the length of their respective spar grooves.
- (xii) Mainsail Window for Genoa setting. Transparent unwoven panel(s) may be incorporated in the mainsail as a window(s). The maximum surface area of the panel shall not exceed 0.2 square meters and the minimum distance from the edges the sail shall be 150 millimetres.

(d) SPINNAKER

- (i) LUFF 3962mm
FOOT 2286mm
- (ii) Spinnakers shall be measured with the sail folded in half and laid on a flat surface with just sufficient tension to remove wrinkles.
- (iii) The length of the luffs between the highest point of the sail and the lowest point of the sail directly below the centre of the tack or clew cringles shall be 3962mm.
- (iv) The length of the foot measured around the edge of the sail between the outermost parts of the sail directly opposite the centre of the clew or tack cringles shall be 2286mm.
- (v) The width of the sail at half height shall be 2337mm. The half height measurement shall be taken along the line of the fold which is formed when the head of the sail is placed over the tack and clew with the luffs coinciding and the sail smoothed out.
- (vi) The measurement taken from the highest point on the sail to the centre foot shall be 4242mm.

7. 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.

8.. All sails to be measured in a dry condition.

9. Certification:

- (a) A measurer registered with the Association having satisfied himself that sails meet these requirements shall mark the sails with the Association's official stamp with his registered measurer's number onto the sail label attached at the tack, and the date and his initials across the sail and label.
- (b) Sails will be subject to measurement at any time.
- (c) Professionally made sails will not be accepted unless manufactured by a sailmaker registered with the Association and having an Association label attached.
- (d) Sails made by amateurs are acceptable in the Class, but such sails must be forwarded to the Hon. Secretary of the Association for certification, except in the case of a member of a Branch who shall forward such sails to the

Hon. Secretary of the Branch for certification.

Rule 12 - Sail Battens

1. Three sail battens must be used in the mainsail; the length of the batten pockets containing these battens shall not exceed the following measurements, top 635mm, middle and bottom 787mm.
The width of the battens shall not exceed 51mm.
2. The three battens must divide the leach into approximately four equal parts.
3. No battens are allowed in the foresail or spinnaker.

Rule 13 - Running Rigging

1. The type, material and arrangement of all running rigging is optional.
2. Halyards for mainsail and foresail shall run inside the wooden mast.

Rule 14 – Fittings

1. The following permitted fittings are optional 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 | (aa) Boom end fittings |
| (b) Stemhead fitting | (bb) Centreboard friction device |
| (c) Flexible sheet-catcher at stemhead, maximum length 75mm | (cc) Centreboard slot flaps |
| (d) Spinnaker stowage gear, excl. spinnaker chutes | (dd) Centreboard handle lanyard |
| (e) Spinnaker boom fittings and control gear | (ee) Watertight hatch covers |
| (f) Halyard stowage, including clips solely for spinnaker sheets under rubbing bead | (ff) Mooring cleats |
| (g) Mainsail luff and foot tensioners | (gg) Outboard motor fittings |
| (h) Mainsheet horse of any type fitted on aft deck | (hh) Rowlocks and plates |
| (i) Transom flaps. | (ii) Bilge pump |
| (j) Shroud plates, including vernier shroud de-rakers | (jj) Lifting handles |
| (k) Compass - a maximum of two | (kk) Anchor warp fairleads |
| (l) Wind direction indicator | (ll) Hound plate |
| (m) Foresail fairleads and cleats | (mm) Boxed halyard sheaves |
| (n) Spinnaker fairleads and cleats | (nn) Whisker pole fittings |
| (o) Halyard cleats and tensioners | (oo) Masthead halyard lock |
| (p) Kicking strap and fittings | (pp) Centre mainsheet rope horse fitted above thwart |
| (q) Spinnaker halyard fittings | (qq) Foresail furling gear |
| (r) Mast gate | (rr) Righting lines |
| (s) Gooseneck | (ss) Genoa Cunningham |
| (t) Toe straps | |
| (u) Selfbailers | |
| (v) Rudder gear | |
| (w) Tiller extension | |
| (x) Mainsheet tackle | |
| (y) Centre mainsheet tackle | |
| (z) Mainsheet jamming cleat | |

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.
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 to be contained within a total maximum area of 6,000 sq.mm (2x 3,000 sq.mm). Under deck fittings and mounting blocks must not contravene Rule 14.
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 rearmost edge of the hole shall be a minimum of 2500mm from the transom, the front edge of the hole shall be a maximum of 2865 mm from the transom. The surface area of the hole shall not be greater than 600 sq. cms. The edges of the hole shall not be nearer than 25 mm from the gunwale or inner edge of the side deck.
4. Fittings other than those specified in this Rule are prohibited.
5. The top of the centre mainsheet post shall not be more than 100mm above the top face of the cross thwart.
6. 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 14.3), but not main sheets. Nothing in this exception shall be allowed to interfere with the buoyancy chambers provided for under Rule 15.
7. For safety reasons, no rigid material shall project forward of, or upward from, the stem head fitting.

Rule 15 – Buoyancy

1. Wooden Boats
 - (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. 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.
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.
4. A measurer shall examine all units annually and shall satisfy himself that they are adequately constructed and maintained. If in any doubt he shall 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.

Rule 16 – Crew

The crew consists of two persons, including the helmsman or as indicated in the sailing instructions.

Rule 17 – Prohibitions

The following are prohibited:

- (a) Outriggers (except as permitted by Rule 14)
- (b) Inside ballast
- (c) Ballast carried by the crew
- (d) Any apparatus or contrivance extending outboard from the hull, spars or rigging, which might support or assist in supporting the helmsman or crew outboard, or partially outboard.
The only exception to this being rubbing beads.

- (e) Compression struts, such as for kicker struts, mast rams and mast struts.

Rule 18 - Registered Number

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.

(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.)

Rule 19 - Glass fibre Boats

1. The Class Rules apply equally to glass fibre boats unless specifically stated otherwise.
2. There shall be two 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.
3. Licensed Manufacturers:
Glass fibre shells and glass fibre deck assemblies shall be supplied only under licence from the Association and licensees shall supply sets of plans for the completion of their glass fibre hulls.
4. The maximum prices at which the glass fibre mouldings may be sold shall be decided by the Committee from time to time and these prices shall include all Royalties.
5. Registered Builders:
New glass fibre boats, glass fibre shells and kits of parts to complete the glass fibre hulls may be supplied only by builders registered with the Association.

Rule 20 - Class Certificates and Measurers

1. A Class Certificate may be issued by the Hon. Secretary on receipt of a satisfactorily completed measurement form signed by a measurer recognised by the Association.
A Class Certificate when issued by the Hon. Secretary continues to be valid subject to that boat owner's membership of Class Association, payment of the appropriate current subscription and compliance with the rules.
2. Measurement forms shall be approved by the Committee from time to time and measurers reports will be accepted only on the official forms supplied by the Association.
3. If any boat, in respect of which an application is made for a Class Certificate, fails to comply with these rules, the Committee may at their absolute discretion, having regard to the nature of any shortcomings and its effect upon the boat's performance, nevertheless issue a Class Certificate. The exercise of such discretion may be made subject to such conditions as The Committee deem reasonable. This discretion will only be exercised exceptionally in the case of professionally built boats. The Hon. Secretary, on the recommendation of the T&R Committee Chairman, may issue a Temporary Class Certificate. This Certificate will remain valid from the date of issue until a maximum of 14 days following the next meeting of the General Committee.
4. This discretion may be exercised retrospectively in the case of Class Certificates already issued.
5. If discretion is exercised under Rule 20.3 or 20.4 it shall be noted on the Class Certificate.
6. A Class Certificate shall become invalid at the time of a change in the ownership of a boat. If a boat has a valid Class Certificate at the time a change of ownership takes place the Hon. Secretary shall issue a Class Certificate to the new owner(s) at the time the change of ownership is registered with the Association unless he has reason to believe that the boat is no longer eligible for a Class Certificate.
7. A measurer recognised by the Association who measures a GP Fourteen shall be entitled to charge a measurement fee and reasonable travelling expenses.
8. The Committee may, at its absolute discretion, refuse to issue a Class Certificate or cancel the validity of a Class Certificate already issued, if, in the opinion of the Technical and Rules Sub-committee, specification or rules have not been complied with. The appointed representatives of the Committee may examine any boat for this purpose. Unreasonable refusal by any boat owner to provide facilities for this purpose shall cause automatic cancellation of the validity of the relevant Class Certificate.
9. (i) The Committee have approved a number of modifications to enable previously registered wooden boats to be altered from their original design, as specified on the appropriate plans listed in Rule 2.

(ii) Incorporation of one or more of these modifications invalidates the original certificate.

A Dispensation to re-validate the certificate may be obtained only on completion of a supplementary measurement form by a measurer recognised by the Association. Such a supplementary measurement form, approved from time to time by the Committee shall be forwarded to the Hon. Secretary together with the original certificate, the Hon. Secretary being empowered by the Committee to issue an amended certificate which shall then rank equally to normal class certificates under Rule 20.1.

(iii) 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.

Rule – 21

These rules shall be varied on Notice of Motion signed by two members of the Committee delivered at the office of the Secretary at least 28 days before a meeting of the Committee and shall require a majority of at least two-thirds of those members present and voting. Any resulting resolution shall not become effective until confirmed by a majority of members present and voting at a meeting of the Committee held not earlier than eleven weeks after the passing of such resolution which resolution shall be specifically referred to in the Agenda of such meeting.

