



## 2026 GL52 Interpretation/Question/Request Form

**Date Submitted:** April 19,2026

**Received: 4/28/26**

**Submitted By GL52 Owner:** Peter Askew

**Request No: 2026-100**

**Yacht:** *Wizard*

**Series Entered:** GL52 Great Lakes Series 2026

**GL52 NOS Clause:** 3 Eligibility & Rating Certificates

GL52 Great Lakes Series 2026 NOS 3.10 – ORCi Certificate submittal date.

GL52 Great Lakes Series 2026 NOS 3.2 - TPS Limit – Less than 9.20m.

**Interpretation/Question/Request:** (See following page for Request)

Allow to sail the GL52 Great Lakes Series 2026 events with Certificate based on declared BAS.

Allow to sail the GL52 Great Lakes Series 2026 events with Certificate based on declared TPS outside the GL52 Eligibility.

**Rationale:** (See following page for Request)

GL52 does not have BAS limit.

Boat will race early GL52 events with 2026 ORC Inshore Rating Certificate based on declared values and confirmed values at the Ugotta Regatta and subsequent GL52 Events she sails.

**Action:** **4/28/26** Request forwarded by Linda Lindquist, GL52 Manager to Greg Stewart, GL52 Technical Advisor and GL52 TTF for evaluation.

**4/29/26** GL52 TTF reviewed request, confirmed with US Sailing the mechanics of administering the ORC Certificate as proposed, further confirmed that the effect of lowering the Boom on VCG will be calculated, and approves the request.

April 19, 2026

Ms. Linda Linquist  
Fleet Manager  
GL52 Events Association  
200 Monroe Ave NW; Suite 500  
Grand Rapids, MI 49503

Dear Linda,

I am seeking approval from the class for *Wizard* to race outside the current GL Series guidelines, as defined in the Notice of Series, for the second half of the 2026 season. Your approval will allow *Wizard* to trial a small number of configuration changes recommended by our yacht designer as part of our preparation for the 2027 Admiral's Cup.

*Wizard* proposes making two modifications:

1. Lowering the boom (BAS change)
  - Similar in concept to the approach recently taken on *Windquest*
  - Requires both sail and spar modifications
  - Permitted by ORC and the class does not limit BAS
2. Extending the bowsprit / TPS
  - Proposed length: 9.4 m (0.2 m beyond the current class limit)
  - From our current configuration (9.04 m), this change is expected to result in a rating penalty of approximately 3–5 sec over a 45-minute race, depending on conditions

Neither modification will be ready until approximately mid-July, so we are looking to race with this configuration beginning with the UGOTTA Regatta and continuing through the remainder of the season.

The rating certificate we provide to the class on June 4, 2026, will reflect these changes for the start of the season. Once the equipment is installed, we will have a measurer confirm the dimensions. This means *Wizard* will carry the associated rating penalty before the physical modifications are completed. US Sailing has confirmed they are able to support this approach.

The goal here is to accelerate our development ahead of the 2027 IRC certificate cycle, allowing us to gain meaningful experience with the configuration to inform future design decisions.

Sincerely,



Peter H. Askew