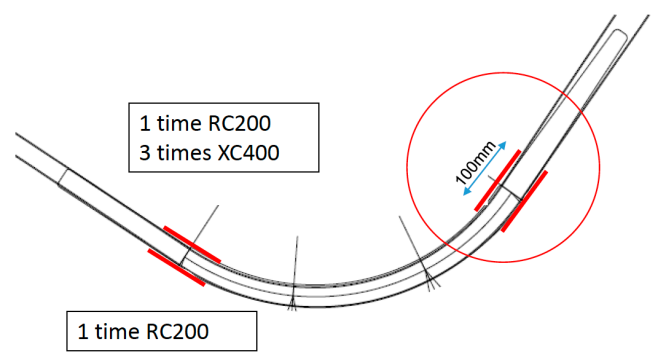


GC32 CLASS RULES

APPENDIX X – Permitted changes and additions

Updated: 28.12.2017

REF:	TYPE:	DESCRIPTION:	ADDITIONAL INFO:
01	Optional	It is permitted to extend the Velcro overlap on the adjustable Velcro hanks on the headsails. This shall only increase the strength of the hanks. The change of the position, offset or bearing point of the hanks is not permitted.	
02	Optional	It is permitted to add a removable fairing or cover of optional material to protect the screw of the worm drive from the dagger board rake system on top of the front beam on port and starboard. The maximum size of such a fairing shall be limited. It shall not be more than 10 mm higher than the top, and not 10 mm wider than the stainless steel fitting that holds the worm drive pulley for the dagger board rake system. Its maximum length shall be the width of the forward beam.	
03	Optional	It is permitted to add a line with a purchase system and cleat to increase the mast rotation. There shall be no extra fitting mounted or holes drilled in any part of the boat to install this system.	
04	Optional	It is permitted to add a snubber winch on each hull for the use of the board down or other sheets and lines. The fore and aft position of the snubber winch shall be located between 600 mm and 660 mm measured from the aft edge of the forward beam to the center of the snubber winch. The lateral position is free, but the center of the snubber winch shall be on the inboard half of each hull and not closer than 150 mm from the inboard edge of the hull. In any case drilling in to the bulkhead is not permitted. Only the snubber winch with its carbon backplate supplied by the builder (The Great Cup BV) can be used. The weight of the snubber winch and its fittings shall be deducted from the total weight of the boat.	www.thegreatcup.com/customer/

05	Builder Specs Update	Builder Specification Update No 1 - Traveller line end stop on aft beam according to documentation on the Class ONB	www.gc32.org/onb
06	Optional	It is permitted to install a system allowing the trim of the rudder rake control accessible to a forward crew position (not only the helmsmen). Such system shall be installed with blocks, lines, lashing, shackles, rings and/or bungies to the existing fittings. It is not allowed to add any further permanent fitting to the hulls or beams for this system.	
7	Optional	It is permitted to attach the intermediate cars of the mainsail with either bungy or rope lashing.	
8	Optional	<p>For repairing of the daggerboard at the joints on the elbow, at the extremities of the fairings, the following lamination specification is permitted:</p> <p>Lamination is allowed, not exceeding 50mm on each side of the joint, on the inside of the curved surface, maximum three layers of carbon (max. XC400) and, on the surface, one layer of carbon (max RC200).</p> <p>On the outside of the curved surface only one layer of RC200 is allowed, not exceeding 50mm beyond the joints.</p>  <p>In all cases a 'request for repair' has to be sent to the ICA. Photos shall be taken of the repair prior to painting so the ICA can monitor the the full extent of the repair.</p>	

9	Optional	It is permitted to add fibreglass laminate of 300 gram per sqm maximum under the rudder foil to cover the metal fitting and to avoid cracking. It is recommended to add on the metal a primer such as “Plexus” glue before the fibreglass lamination.	www.thegreatcup.com/customer/
10	Optional	It is allowed to reduce the purchase ratio on the mainsheet system. The blocks not in use do not have to be kept on board. As a result GC32 Class Rules Interpretation No 3 from 23.05.2016 is deleted.	
11	Optional	It is permitted to replace the selftailing top of the mainsail winches with a plain top.	
12	Builder Specs Update	Builder Specification Update No 2 – Cunningham solid sheave solution Builder Specification Update No 3 – Cunningham dead end according to documentation on the Class ONB	www.gc32.org/onb/ www.thegreatcup.com/customer/www.thegreatcup.com/customer/
13	Builder Specs Update	Builder Specification Update No 4 – Foil fairing PU casting resin solution Builder Specification Update No 5 – Foil rake drum Builder Specification Update No 6 – Rudder rake drum Builder Specification Update No 7 – Rudder gudgoen Builder Specification Update No 8 – Lower hing rudder system according to documentation on the Class ONB	www.gc32.org/onb/ www.thegreatcup.com/customer/
14	Optional	It is allowed to change the Harken flip flop cleat 2156 or the previous systems originally installed (Harken cam cleat block swivel metallic 180, Spinlock Cam cleat), by a Harken Cam cleat 150 mounted on a carbon plate on the bowsprit (Jib Cunningham), and the spine (mast rotation) as long the original holes are used.	www.gc32.org/onb/ www.thegreatcup.com/customer/

15	Optional	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.	
16	Optional	It is allowed to mount a camera pod on the aft beam or end of the central spine as long it is not bolted nor laminated on the boat . It can be glued or fixed with Velcro tape.	
17	Optional	Is is allowed to add a handle to the tiller extension as long it is not screwed nor laminated on the tiller extension.	
18	Optional	It is allowed to recut the leech of the gennakers for maintenance and service after one season. The maximum values defined at each trim stripe as described here below. No further recut is allowed. SS1 75% (top) maximum recut of 70 mm SS2 50% (middle) maximum recut of 100 mm SS3 25% (bottom) maximum recut of 38 mm	http://gc32.org/wp-content/uploads/2017/05/GC-32-Gennaker-Leech-Curve.pdf
19	Builder Specs Update	Builder Specification Update No 9 – Front Lateral Pad-Eye according to documentation on the Class ONB	www.gc32.org/onb/ www.thegreatcup.com/customer/
20	Builder Specs Update	Builder Specification Update No 10 – Bottom Bearing Cylinder according to documentation on the Class ONB	www.gc32.org/onb/ www.thegreatcup.com/customer/
21	Optional	Repairing and/or upgrading of the daggerboard elbow fairing is allowed within the following guidelines: - No carbon UD of the shaft shall be removed - The external layers (45° and 90°) can be removed on a maximum length of 100mm from end of carbon shaft or tip. - A scarf on the external layers (45° and 90°) can be done on a maximum length of 50mm, beginning at maximum at 150mm from end of carbon shaft or tip - The fiber glass fairing can be provided by Great Cup BV or Multiplast / Décision (structure is Glass fairing 3xbiax Eglass 300g/sqm at +-45°) ./.	

		<ul style="list-style-type: none"> - A scarf can be done on the fiberglass fairing - Inside filling can be PU foam, high density foam, epoxy or original delivered foam - A laminate can be done all over the elbow fairing (3 x biax Eglass 300g/sqm) extending lamination 150mm, 200mm, 250mm beyond end of carbon shat/tip - A finish with epoxy filler can be done at the scarfs level - After the finish the profile should match all the board, tip and elbow defined profiles and associated tolerances (A, B, C, D, E, F & G) 	
22	Builder Specs Update	<p>Builder Specification Update No 11 – Foil Fairing Upgrade / Repair</p> <p>according to documentation on the Class ONB</p> <p>It is allowed to repair / upgrade the foil fairings with the method developed by Multipast SAS / Decision SA. Repairs / upgrade can be carried out by Multiplast, Decision or any other specialist respecting the method in Builder Specification Update No 11 and Ref. 30 of the Appendix X.</p>	<p>www.gc32.org/onb/</p> <p>Yann Penfornis y.penfornis@multiplast.eu</p> <p>Grégoire Metz gmetz@decision.ch</p>