

## GC32 CLASS RULES

### APPENDIX X – Permitted changes and additions

Updated: 01.06.2017

REF:	TYPE:	DESCRIPTION:	ADDITIONAL INFO:
01	Optional	It is permitted to upgrade the originally supplied Spinlock XTR Clutch for the dagger board down system to a Spinlock XCS or XX Powerclutch. As the bigger clutch requires more space for opening it is permitted with this change to move the loop pad eye for the board down line that feeds into the clutch forward or alternatively move the loop pad eye behind the clutch aft.	
02	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.	
03	Optional	It is permitted to add an additional hole with a maximum diameter of 10 mm on the top of each dagger board to change to position of the board up line (maximum two holes per dagger board).	
04	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.	
05	Optional	It is permitted to replace the originally supplied Harken 57 mm Ratchet block, Ronstan upstand pad eye for the dagger board up system with the Ronstan Swivel base with cleat and spring and 55 or bigger Orbit block or the other way around.	

<b>06</b>	<b>Optional</b>	It is permitted to replace the originally supplied Karver Furler KF2 with the KZ Race Furler T2. To use the KZ Race Furler T2, the furler must be modified and a custom bottom furler pin with bushes must built. It is not permitted to modify the gennaker cable terminal. Prior consultation with the ICA is mandatory.	
<b>07</b>	<b>Optional</b>	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.	
<b>08</b>	<b>Optional</b>	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 then 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 it's carbon backplate supplied by the builder (The Great Cup BV) can be used. The weight of the snubber winch and it's fittings shall be deducted from the total weight of the boat.	<a href="http://www.thegreatcup.com/customer/">www.thegreatcup.com/customer/</a>
<b>09</b>	<b>Builder Specs Update</b>	Builder Specification Update No 1 - Traveller line end stop on aft beam according to documentation on the Class ONB	<a href="http://www.gc32.org/onb">www.gc32.org/onb</a>
<b>10</b>	<b>Optional</b>	According to the builder (The Great Cup BV) it is allowed to unscrew the kingpost to a max. distance of 35 mm. This distance is measured from the bottom edge of the beam to the top edge of the head of the kingpost. This changes builder specs information from the Southern Spars Owner's Information Pack V.4 page 15.	<a href="http://www.gc32.org/onb">www.gc32.org/onb</a>

11	<b>Optional</b>	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.	
12	<b>Optional</b>	It is permitted to attach the intermediate cars of the mainsail with either bungy or rope lashing.	
13	<b>Optional</b>	<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> <div data-bbox="478 1254 1133 1612" data-label="Diagram"> <p>The diagram shows a curved section of a daggerboard with a joint. A red circle highlights a 100mm wide area around the joint. On the inner (concave) side of the curve, there are three red rectangular layers representing carbon fiber, with a label '3 times XC400'. On the outer (convex) side, there is one red rectangular layer representing carbon fiber, with a label '1 time RC200'. Another label '1 time RC200' is placed further out on the outer surface. A blue double-headed arrow indicates the 100mm width of the repair area.</p> </div> <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>	

14	<b>Optional</b>	It is permitted to add a removable cover of any material on top of the daggerboard to prevent sheets from catching on the daggerboard sheave box. The cover shall not be more the 10 mm wider or longer than the daggerboard and not more than 10 mm higher than the sheave box on top of the daggerboard. The cover must be easily removable and cannot be laminated or screwed to the daggerboard.	
15	<b>Optional</b>	<p>It is permitted to add a stopper on the top of the daggerboard. The position of the holes in the board to attach the stopper shall be located at 185 and 220 mm aft from the daggerboard's leading edge and 50 mm from it's top. Two carbon tube's with an inside diameter of 10 mm / outside diameter of 14 mm shall be placed as well as sealed to avoid water leakages in the boards.</p> <p>These holes are additional to the two holes that are permitted as per Appendix X Ref No 03.</p> <p>A purpose build stopper has been developped and is now available from the builder (The Great Cup BV) and can be purchased there.</p>	www.thegreatcup.com/customer/
16	<b>Optional</b>	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.	
17	<b>Optional</b>	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.	
18	<b>Optional</b>	It is permitted to add a "rudder rake guiding wheel" that prevents the rudder rake belt to jump on it's whell. This rudder rake guiding wheel is provided by the builder (The Great Cup BV) and can be purchased there.	www.thegreatcup.com/customer/

<b>19</b>	<b>Optional</b>	It is permitted to replace the selftailing top of the mainsail winches with a plain top.	
<b>20</b>	<b>Builder Specs Update</b>	Builder Specification Update No 2 – Cunningham solid sheave solution Builder Specification Update No 3 – Cunningham dead end according to documentation on the Class ONB	<a href="http://www.gc32.org/onb/">www.gc32.org/onb/</a> <a href="http://www.thegreatcup.com/customer/">www.thegreatcup.com/customer/</a>
<b>21</b>	<b>Builder Specs Update</b>	Builder Specification Update No 4 – Foil fearing 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	<a href="http://www.gc32.org/onb/">www.gc32.org/onb/</a> <a href="http://www.thegreatcup.com/customer/">www.thegreatcup.com/customer/</a>
<b>22</b>	<b>Optional</b>	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.	
<b>23</b>	<b>Optional</b>	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.	
<b>24</b>	<b>Optional</b>	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.	
<b>25</b>	<b>Optional</b>	Is is allowed to add a handle to the tiller extension as long it is not screwed nor laminated on the tiller extension.	

26	<b>Optional</b>	<p>It is allowed to recut the leech of the gennakers for maintenacne and service after one season of use to a minimum value defined at each trim stripe as described herebelow:</p> <p>SS1 original 8.055 minimum 8.017  SS2 original 5.445 minimum 5.345  SS3 original 2.785 minimum 2.715</p>	<p><a href="http://gc32.org/wp-content/uploads/2017/05/GC-32-Gennaker-Leech-Curve.pdf">http://gc32.org/wp-content/uploads/2017/05/GC-32-Gennaker-Leech-Curve.pdf</a></p>
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