The NACRA 17 Class was designed in 2012 by Morrelli & Melvin and NACRA.
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INTRODUCTION

This introduction only provides an informal background and the International Nacra 17 Class Rules proper begin on the next page.

Nacra 17 hulls, hull appendages, cross beams, trampoline, rigging and sails are manufacturing controlled.

Nacra 17 hulls, hull appendages, cross beams, trampoline, rigging and sails shall only be manufactured by Nautical Sports BV – in the class rules referred to as ‘Nacra licensed suppliers’. Equipment is required to comply with the International Nacra 17 Building Specification and is subject to a World Sailing approved manufacturing control system.

Nacra 17 hulls, hull appendages, cross beams, trampoline, rigging 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 the responsibility of the competitor, as this is NOT checked as part of the in house 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.

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 I – ADMINISTRATION

Section A – General

A.1 LANGUAGE
A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
A.1.2 The word “shall” is mandatory and the word “may” is permissive.
A.1.3 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.2 ABBREVIATIONS
A.2.1 ISAF International Sailing Federation (renamed World Sailing)
MNA World Sailing Member National Authority
NS Nautical Sports bv
also referred in the rules as NACRA the copyright holder.
IN17CA International Nacra 17 Class Association
NNCA National Nacra Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing
IM International Measurer

A.3 AUTHORITIES
A.3.1 The international authority of the class is World Sailing which shall co-operate with the IN17CA in all matters concerning these Class Rules.
A.3.2 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 ADMINISTRATION OF THE CLASS
A.4.1 World Sailing has delegated its administrative functions of the class to the IN17CA.

A.5 CLASS RULES CHANGES
A.5.1 World Sailing Regulation 10.11 applies.

A.6 CLASS RULES AMENDMENTS
A.6.1 In accordance with World Sailing Regulations, amendments to the Class Rules require the approval of World Sailing after their adoption by a simple majority vote of the members in a general meeting of the IN17CA held in accordance with its constitution.
A.7 CLASS RULES INTERPRETATION
A.7.1 Interpretation of Class Rules shall be made in accordance with World Sailing Regulations in consultation with the IN17CA and NS.
A.7.2 Interpretation of Class Rules at an event shall be carried out in accordance with the RRS. The event organising authority shall inform World Sailing and IN17CA of any such interpretations.

A.8 INTERNATIONAL CLASS FEE AND BUILDING PLAQUE
A.8.1 The licensed manufacturer shall pay the International Class Fee.
A.8.2 World Sailing shall, after having received the International Class Fee for the hull, send the World Sailing Building Plaque to the licensed manufacturer.

A.9 LICENSED MANUFACTURER
A.9.1 Nacra 17 equipment shall only be manufactured by Nautical Sports BV and its appointed suppliers. except where otherwise authorized by these Class Rules.

A.10 SAIL NUMBERS & CLASS INSIGNIA
A.10.1 Sail numbers shall be:
(a) the number corresponding to the number on the World Sailing International Class building plaque, shall be used in the first 3 digits; or
(b) where the helm has finished in the top 3 in the preceding Nacra 17 World Championship their sail number shall be that place, single digit.
Positioning of the numbers are specified in Appendix Section K.
(c) sailors may use the sail number shown on the World Sailing International Class building plaque of any hull still owned by them on any other boat owned by them or on a boat chartered or loaned for an event.
A.10.2 The area between the second from the top and third sail batten of the mainsail shall be kept free of competitor advertising, and shall be reserved for the Class Insignia, as specified in Appendix Section K.
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 components of the Nacra 17 with valid identification stickers as required in Sections D,E,F,G and Appendix section H

B.2 EVENT INSPECTION

B.2.1 A role of Equipment Inspectors at an event is to verify that equipment has been produced by a Licensed Manufacturer and has not been subsequently altered (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a reference sample of the type of equipment presented for inspection. Should this comparison reveal deviation greater than the Equipment Inspector considers being within manufacturing tolerances, the matter shall be reported to the Race Committee. Such occurrences shall be reported to World Sailing and the IN17CA Technical Committee for investigation and a ruling on the eligibility of the equipment for racing.

B.3 EVENT LIMITATION MARKS

B.3.1 If an event uses event limitation marks these marks shall not be removed during the event. If the event limitation mark becomes damaged or lost this shall be reported to the Race Committee as soon as possible.
PART II – 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 Class Rules in Part II are closed class rules, where anything that is not specifically allowed in Class Rules is prohibited.

Equipment control and 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
(a) RRS 49.1 is amended such that both members of the crew may use a trapeze.

Add to RRS 49.1; both crew must maintain contact between the boat and their body when using their trapezes.

C.1.2 LIMITATIONS
(a) The Nacra 17 shall only be raced with original or replacement equipment supplied by Nacra licensed suppliers only, except where otherwise authorized by these Class Rules.

(b) Where replacement equipment other than from Nacra licensed suppliers is authorized, it may be obtained from any supplier provided that the replacement is of a similar weight, size and type, performs the same function within the tolerances set by Appendix section H and I. Replacement fittings shall be fitted in the same position as the original fitting.

C.2 CREW
C.2.1 LIMITATIONS
(a) The crew shall consist of one female person and one male person during World Championships, Continental Championships, World Cup Series and other World Sailing grade 1 and 2 events.

C.2.2 MEMBERSHIP
During World Championships, Continental Championships, World Cup Series and other World Sailing grade 1 and 2 events each crew member shall be a current member of the IN17CA.

C.3 PERSONAL EQUIPMENT
C.3.1 PERSONAL FLOATATION DEVICE
(a) When racing both crew shall wear a personal flotation device to the minimum standard ISO 12402-5 (Level 50 Newtons), or USCG Type III,
or AUS PFD 1, or EN 393, unless an alternative standard is prescribed otherwise in the Notice of Race.

(b) The use of inflatable personal flotation devices is not permitted when racing.

C.4 ADVERTISING

C.4.1 Advertising as chosen by the Person in Charge is unrestricted as in accordance with World Sailing Regulation – Advertising Code 20.3.1.1. and 20.3.1.2

C.4.2 In accordance with World Sailing Regulation 20.5.4 the area on the jib, (except for the visibility window), is limited to Event Advertising. Event Advertising on the jib shall be displayed only where the event organiser has agreed such advertising with the class association and the requirement is published in the notice of race.

C.4.2 For the purpose of World Sailing Advertising Code, the gennaker shall be deemed a spinnaker.

C.5 PORTABLE EQUIPMENT

C.5.1 OPTIONAL

(a) Timing devices.
(b) One compass with bracket, which may include a timing device. If electronic, only a compass with heading, heading memory and timing functions is permitted.
(c) Spare parts and tools, removable for weighing.
(d) Camera recording equipment and attachments, where permitted by the Notice of Race and/or Sailing Instructions and removable for weighing.

C.6 BOAT

The following is permitted without the approval of the NS. Unless stated otherwise items mentioned in the section may be obtained from any manufacturer or supplier.

C.6.1 MODIFICATIONS

(a) The use of the following items is in general unrestricted, except that such items shall not be used in such a way as to create a fitting or extend a function of a permitted fitting:

(i) shockcord, with a maximum diameter of 5 mm;
(ii) adhesive tape
(iii) rings
(iv) ropes of any length and diameter may be added as long as it does not create a new function to the boat.
(v) plastic balls
(vi) blocks with a maximum sheave diameter of 20mm may be added provided it does not create a new function.

(b) To facilitate advertising, the application of vinyl, mylar or other plastic film over the surfaces of the **hull**, **sails** and **spars**, provided that the film shall not be specially textured or otherwise manufactured in a way that could improve the character of the flow of water or air inside the boundary.
layer.
(c) The righting line may be changed to a minimum diameter of 5 mm and a minimum length of 4500 mm, led under the trampoline with both ends fixed to the Front Cross Beam at either sides of the hulls and held under tension by the use of shockcord and rings.

C.6.2 MAINTENANCE
(a) Maintenance may be carried out provided that the essential shape, characteristics and function of the original component are not affected.
(b) Any cleat including integrated fairlead may be replaced with a cleat of any material and substantially of the same size and design.
(c) Any block on the boat may be replaced with a block of the same number of sheaves with a sheave diameter tolerance as listed in appendix section H. With exception for the following:
   (1) The mainsheet system number of sheaves may be altered to achieve a maximum purchase of 12:1 and a minimum purchase of 10:1, only one ratchet block is allowed in the mainsheet system.
   (2) The block on the jib track car may have a double sheave block or single sheave block to create a 2:1 purchase, as listed in appendix section I.
   (3) The four supplied blocks for the Gennaker sheets, maybe changed to any type of block with a minimum sheave diameter of 38mm and a maximum of 60mm.
(d) Any attachment of blocks may be replaced. Attachments for blocks shall be of substantially the same size and design as the original.

C.6.3 REPAIR
(a) Maintenance may be carried out provided that the essential shape, characteristics and function of the original component are not affected.
(b) Fasteners may be replaced or added if the function of the fitting or part is not altered and where required to facilitate a repair the fitting maybe modified to accommodate slightly larger fixings.

C.6.4 WEIGHT
The weight of the boat in dry condition shall be minimum 143 kg with the aluminium mast.
The weight of the boat in dry condition shall be minimum 139.0 kg with the carbon fibre mast.
The weight shall be taken including:
- **hull** platform, **mast**, **hull appendages**, **bowsprit** and all equipment and
- **rigging** as listed in Appendix section H and I,
excluding: the tiller extension, **mainsail** and battens, **jib** and battens, **gennaker** and all **portable equipment** listed in C.5.1.

C.6.5 CORRECTOR WEIGHTS
(a) **Corrector weights** of lead shall be securely fastened to the outside on the starboard side from the middle of the front beam at the V-bar (dolphin-striker rod), when the **boat weight** is less than the minimum requirement.
(b) The total weight of such **corrector weights** shall not exceed 4 kg.
C.7 HULL

The following is permitted without the approval of the NS. Unless stated otherwise items mentioned in the section may be obtained from any manufacturer or supplier.

C.7.1 MODIFICATIONS

(a) Additional non-skid tape may be applied to:
   (i) the upper deck areas in front of the front cross beam
   (ii) the rear cross beam
   (iii) the upper deck areas behind the rear cross beam

(b) Wedges may be fitted under the rotation line clam-cleats.

(c) Stand-up springs or boots may be fitted between the gennaker blocks and the eye-straps on the deck.

(d) Two foot straps may be fitted to each hull, aft of the rear cross beam.

(e) No holes may be made in the hull or deck mouldings except:
   (i) for the purpose making repairs
   (ii) to fit foot straps
   (iii) to attach the deck eyes for the trapeze elastics.

(f) The daggerboard case packing may be replaced by any material. The top daggerboard case packing shall have a minimum thickness of 3 mm. The bottom daggerboard case packing shall have a minimum thickness of 2 mm. The minimum thickness of the daggerboard case packing does not apply within 30 mm of leading edge and trailing edge of the daggerboard case in the fore and aft direction.

   The daggerboard case packing shall not extend for more than 35 mm into the trunk from the top or bottom, or beyond the surface defined by straight edge held perpendicular to the centreline and dragged along the bottom of the hull.

   The daggerboard case packing shall be permanently fixed and shall not operate the function to trim the daggerboard at any time. The intersection between the hull surfaces and the packing shall be remained clearly visible for inspection.

Advisory note: nowhere is re-finishing, fairing of the daggerboard case-hull surface intersection permitted except to facilitate localised repair in this rule. Provided that the essential shape, characteristics and function of the original component are not affected, the N.S. may use templates to verify compliance with these limitations.

(g) Two deck eyes per hull may be fitted on the deck area between the beams.
for the sole purpose of routing the trapeze take up shockcord

C.7.2 MAINTENANCE
(a) The water-tight integrity of the hull shall be maintained.
(b) The breather hole in the centre of the top hatch of each hull shall remain open. Shockcord may be led through the hole.
(c) The outermost surfaces of the hulls may be polished and cleaned with normal concentrations and quantities of detergents or similar materials.

C.7.3 REPAIR
(a) In the event of damage to any part of the hull, necessary repairs may be made provided repairs are made in such a way that the essential shape and function is not materially affected. Areas of damage repair may be filled, sanded and polished over.
(b) Only composite repairs with E-glass laminate are permitted for the hull structure.
(c) Replacement of non-skid ‘pro-grip’ (type: EVA Foam 3mm thickness) of the same type to the deck moulding is permitted. The pro-grip shall be supplied by Nacra licenced suppliers only.

C.7.4 LIMITATIONS
(a) Only one starboard hull and one port hull shall be used in an event, except when lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee.

C.8 HULL APPENDAGES
The following is permitted without the approval of the NS. Unless stated otherwise items mentioned in the section may be obtained from any manufacturer or supplier.

C.8.1 MAINTENANCE
(a) The outermost surfaces of the daggerboards and rudders may be sanded, polished and cleaned with normal concentrations and quantities of detergents or similar materials. Provided that the essential shape, characteristics and function of the original component are not affected, the N.S. may use templates to verify compliance with these limitations.
(b) The rope handle of the daggerboard, may be replaced by a different rope, with a maximum length of 600 mm.
(c) Small quantities of friction-reducing compounds (E.g. McLube or Teflon) may be applied only to the surfaces prior to racing, and solely for the purpose of reducing bearing friction while raising and lowering the hull appendages.
(d) The rudder upper casting packing may be replaced by any material to fit the rudder arm and blade.
(e) The rudder lower casting packing may be replaced by any material to fit the blade.
(f) The tiller extension may be replaced without any restrictions as to design and material.
C.8.2 REPAIR
(a) Repairs to chips in the leading and trailing edges of blades may be filled and blended in.

Advisory note: nowhere is re-finishing, fairing of the hull appendage surfaces permitted except to facilitate localised repair in this rule. Painting is not mentioned therefore as these are closed class rule it is prohibited.

C.8.3 LIMITATIONS
(a) Only one starboard daggerboard, one starboard rudder, one port daggerboard and one port rudder shall be used in an event, except when lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee.

C.9 BEAMS
The following is permitted without the approval of the NS. Unless stated otherwise items mentioned in the section may be obtained from any manufacturer or supplier.

C.9.1 MODIFICATIONS
(a) Jib sheet and Cunningham trim line retraction systems may be modified to make them continuous by the addition of one block per system per hull with a maximum sheave size of 22mm attached using rope and/or shockcord.

(b) Adjustment of the beam bolts bedding inside the beam extrusion and castings is prohibited and no filler may be applied.

(c) Beams may be bedded in on the hull and shall be able to be removed without damage to either the hull or beam. The bedding shall not change in any way, the shape or position of the hulls.

(d) No additional holes may be made in the beam extrusions.

(e) A hook may be fitted to each end of the ‘chicken line’. (The line which exits either side of the aft cross beam.)

C.9.2 MAINTENANCE AND REPAIR
(a) Routine maintenance such as cleaning, polishing and the replacement of broken fittings is permitted.

(b) Beam bolts are Nacra licensed suppliers only.

(c) Any cleat or fittings may be replaced with a fitting of same type and manufacturer in the same position as the standard fitting and substantially of the same size and design.

(d) Any running block may be replaced with a block of the same number of sheaves with a sheave diameter tolerance as listed in appendix section I.

C.9.3 FITTINGS
(a) USE

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front cross beam curvature</td>
<td></td>
<td>15mm</td>
</tr>
</tbody>
</table>

Front cross beam curvature is the greatest distance between:
the cross beam
and a straight line from the port and starboard bottom points of
the beam at the intersection with the hull
taken at 90° to the straight line with the dolphin-striker tensioned, the mast
removed, the cross beam horizontal and both crossbeams tightened into
their beam beddings.

C.10 RIG
The following is permitted without the approval of the NS. Unless stated
otherwise items mentioned in the section may be obtained from any
manufacturer or supplier.

C.10.1 MODIFICATIONS
(a) In order to protect the mast from the rigging the use of any tape is
permitted.
(b) Calibration marks are permitted.
(c) Any cleat or fittings may be replaced with a fitting from any manufacturer
in the same position as the standard fitting and substantially of the same
size and design. No additional holes may be drilled in the mast section.
(d) Any block may be replaced with a block of the same number of sheaves
with a sheave diameter tolerance as listed in appendix section H and I.
(e) Boom outhaul clam cleat CL277 fitting may be removed and the system
may be changed to a rope only trim system.
(f) No additional holes may be made in the spar sections, except for:
   (1) Boom outhaul end two additional holes may be drilled with a
       max. diameter of 8 mm.
(g) Tufts or ribbons in the rigging are allowed.
(h) A protective cover made only from sail cloth and attached by adhesive
tape with a max size of 300mm by 350mm may be fitted over the hounds.

C.10.2 MAINTENANCE AND REPAIR
(a) Routine maintenance such as cleaning, polishing and the replacement of
broken fittings is permitted.

C.10.3 FITTINGS
(a) USE
   (1) Lower hole of the hounds shall be used to fit the forestay and
       shrouds.
   (2) The middle and top hole of the hounds may be used to fit the trapeze
       wires.
   (3) The trapeze wires may also be fitted through the upper terminal of
       the shrouds.
C.10.4 LIMITATIONS
(a) Only one set of spars and standing rigging shall be used during an event, except when an item has been lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee.

C.10.5 DIMENSIONS
(a) The forestay length is controlled by laying the forestay, including the chainplate or turnbuckle (C.10.7(a)(2)), along the forward face of the mast section and measuring the maximum extension possible of the forestay with the chainplate or turnbuckle. This distance shall be taken between the lower trimming line of the mast section and the bearing surface of the forestay pin and shall be a minimum of 295 mm.

C.10.6 FITTINGS
(a) Optional mechanical wind indicators

C.10.7 STANDING RIGGING
(a) MODIFICATION, MAINTENANCE AND REPAIR.
(1) Standing rigging may be replaced and shall comply with the following:

<table>
<thead>
<tr>
<th>Standing Rigging</th>
<th>Qty</th>
<th>Length</th>
<th>Material</th>
<th>Associated Hardware</th>
<th>Options or Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forestay</td>
<td>1</td>
<td>6250</td>
<td>4.0 Standard 1 x 19 stainless</td>
<td></td>
<td>±0.05 mm diam. wire and C.10.5 (a)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>steel wire</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td>Shrouds Chainplate</td>
<td>C.10.7(a)(2)</td>
</tr>
<tr>
<td>Bowprit Bridle</td>
<td>2</td>
<td>1580</td>
<td>2.5 Standard 1 x 19 stainless</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>steel wire</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bowsprit Mid-bridle</td>
<td>2</td>
<td>1750</td>
<td>3.0 Dyneema or polyester</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tramp Lace Rear</td>
<td>1</td>
<td>4300</td>
<td>- Dyneema or polyester</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tramp Lace Side</td>
<td>2</td>
<td>4000</td>
<td>- Dyneema or polyester</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trapeze Lines</td>
<td>4</td>
<td>-</td>
<td>2.5 1 x 19 stainless steel wire</td>
<td>open, see C.10.8 (a)(1)</td>
<td>±0.2 mm diam. Shall be either 1x19 stainless steel wire, Dyneema sk75/80 or polyester or a combination.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(1) Length is the distance taken between the bearing surfaces of the rigging.
(2) Advisory length no tolerances apply.
(2) The stay adjusters of the **forestay** and **shrouds** may be replaced by a turnbuckle of the following manufacturers:

- Sta/Master PAT. 8,281,080
- Ronstan Calibrated Turnbuckles RF1575
- NavTec Quickfit lifeline Turnbuckle 316
- Blue Wave Spanner (Mono race tuning – MRT-Calibrated AISI 316.
- C.S. Johnson 12-100 Stay Adjuster – Calibrated.

Note: The N.S. may authorize the use of comparable turnbuckle products from other manufacturers provided those products meet comparable requirements for product standardization, compliance, and testing. measurement@nacra17class.com

(3) The **shrouds** and **forestay** terminal wire connectors shall be a fitting from any manufacturer in the same position as the standard fitting and substantially of the same size, weight and structural design.

(4) The ring of the Jib Halyard Locking system shall be in the same position as on the standard forestay, of the same size and structural design, with the exception; the ring of the locking system may be fitted to the forestay by rope.

(b) USE

(1) **Standing rigging** shall not be adjusted while racing.

C.10.8 RUNNING RIGGING

(a) MODIFICATION, MAINTENANCE AND REPAIR.

(1) **Running rigging** may be replaced and shall comply as specified in Appendix section I.

(2) The **trapeze** system arrangement is open and may be modified to include an adjustable hook height system provided that the attachment methods by shockcord to the hull and front cross beam are not changed.

(3) The Cunningham trim line may be led through a block with a maximum sheave diameter of 22mm attached to the **trapeze** system by rope.

(4) A shackle or snap-shackle may be fitted at the end of the main sheet where it attaches the mainsail.

(5) A shackle or snap-shackle may be fitted at the end of the jib sheet where it attaches to the clew board of the jib.

(6) The gennaker tack-line inboard end block may be attached by rope to the **shrouds**, gennaker strap-eye or front cross beam casting.

(7) Mast rotation line may be modified to a continuous system.

(8) A rope with a ring may be fitted to the gennaker clew for the purpose of leading the gennaker retrieval line through this ring.
(b) USE

   (1) Running rigging shall be led through and attached to the fittings supplied for their function.

C.11 SAILS

C.11.1 MODIFICATIONS, MAINTENANCE AND REPAIR

   The following is permitted without (re-certification or) approval and may be done by anyone.

   (a) Routine maintenance and repair
   (b) Addition of tell tales
   (c) Addition of camber stripes
   (d) Battens as supplied by NS (displaying a Nacra 17 identification sticker) may be placed in the batten pockets

C.11.2 LIMITATIONS

   (a) Not more than 1 mainsail, 1 jib and 1 gennaker shall be used during an event except when a sail has been lost or damaged beyond repair. Any replacement shall only be made with the approval of the Race Committee.

C.11.3 MAINSAIL

   (a) MODIFICATION, MAINTENANCE AND REPAIR.

      (1) The Cunningham blocks HK300 attached in the mainsail may be replaced by blocks from any other manufacturer with the same number of sheaves and a sheave diameter tolerance of ±2 mm.

      (2) As per C.6.1 (b) the application of vinyl, mylar or other plastic film over the surfaces of the mainsail is permitted to facilitate advertising, provided that the film shall not cover the window panels (blue coloured panels in Appendix section K) in the sail and the batten pockets on the port side of the sail in order to identify the batten certification stickers.

   (b) IDENTIFICATION

      The national letters and the sail numbers shall be black in colour and applied according to the dimensions as defined in Appendix section K immediately under batten nr. 4. The national letters and numbers shall comply with the RRS Appendix G except where specified otherwise in Appendix section K.

   (c) BATTENS

      The main battens shall be of the standard set supplied by Nacra Licensed suppliers only and shall not be altered. A standard batten set shall consist of 7 battens numbered down from the head point of the sail. Batten numbers 1, 2, 3 and 4 may be separately changed to either harder battens or softer battens by Nacra Licensed suppliers only. The battens shall be identified by their official certified labels.
Battens are numbered to match a batten pocket in the sail as allocated in appendix section K, it is not allowed to put battens in not-matching batten pockets and each batten pocket sail carry one batten.

(d) NATIONAL FLAGS

(i) All teams when racing in the Nacra 17 World Championships, Continental Championships and World Cup Series events shall display their national flag. The flag shall be placed on the starboard side of the mainsail between the 3rd and 4th battens from the head point of the sail.

(ii) Flags shall only be ordered and purchased through the IN17CA.

(iii) The National Flag shall be corresponding to the Country Code displayed in the sail number.

(e) USE

(i) The sail shall be hoisted on the halyard. The Nacra licensed supplied arrangement shall permit hoisting and lowering of the sail whilst afloat.

C.11.4 JIB

(a) MODIFICATION, MAINTENANCE AND REPAIR.

(1) As per C.6.1(b) the application of vinyl, mylar or other plastic film over the surfaces of the jib is permitted to facilitate advertising, provided that the film shall not cover the window panels (blue coloured panels in Appendix section K) in the sail and the batten pockets on the port side of the sail in order to identify the batten certification stickers.

(b) BATTENS

The jib battens shall be of the standard set supplied by Nacra Licensed suppliers only and shall not be altered. A standard batten set shall consist of a lower, middle and top batten.

Battens are named to match a batten pocket in the sail as allocated in Appendix section K, it is not allowed to put battens in not matching batten pockets and each batten pocket sail carry one batten.

(c) USE

(i) The sail shall be hoisted on the halyard. The Nacra licensed supplied arrangement shall permit hoisting and lowering of the sail whilst afloat.

C.11.5 GENNAKER

(a) MODIFICATION

The gennaker may be painted for graphics.

(b) LIMITATION

Olympic national flag gennakers may be used for racing except in World Championship events.
Section D – Platform

D.1  PARTS
D.1.1  MANDATORY
  (a) Starboard hull
  (b) Port hull
  (c) Front cross beam
  (d) Rear cross beam
  (e) Trampoline

D.2  MODIFICATIONS, MAINTENANCE AND REPAIR
The alterations contained in D.2.1 to D.2.3 may be made by NS, or by anybody after a formal request has been made to the NS and written approval is received by the owner. This shall require the manufacturer’s declaration to be re-issued

D.2.1.  MODIFICATIONS
  (a)

D.2.2.  MAINTENANCE
  (a)

D.2.3.  REPAIR
  (a) If any hull is damaged and requires repaired in any other way than described in section C the details shall be recorded on the Manufacturers declaration.

D.3  MANUFACTURERS
The parts of section D.1.1 shall only be manufactured by Nacra Licensed Manufacturers.

D.4  IDENTIFICATION
The hull shall carry the licensed manufacturer’s serial number displayed on the transom of the starboard hull.
Items (c),(d) and (e) of section D.1.1 shall carry identification labels.

D.5  MATERIALS, CONSTRUCTION AND DIMENSIONS
D.5.1  Shall comply with the World Sailing-approved Builders Construction Manual.
D.5.2  PAINT
Only hulls of boats which are older than 4 years can be painted. Severely damaged boats can be painted with only written permission by the NS. after sending a damage report form including pictures to; measurement@nacra17class.com.
Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY
(a) Starboard Daggerboard
(b) Port Daggerboard
(c) Starboard Rudderblade
(d) Port Rudderblade
(e) Rudder upper-casting including tiller-arm
(f) Rudder lower-casting
(g) Tiller-bar

E.2 MANUFACTURERS
The parts of section E.1 shall only be manufactured by Nacra Licensed Manufacturers.

E.3 IDENTIFICATION
The daggerboards and rudder blades of items (a), (b), (c) and (d) carry the licensed manufacturer’s serial number displayed on the blade
Rudder castings item (e) and (f) shall carry imbedded Nacra logos.
Tiller bar item (g) shall carry a Nacra 17 identification labels.

E.4 MATERIALS, CONSTRUCTION AND DIMENSIONS
Shall comply with the World Sailing approved Builders Construction Manual.

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY
(a) Mast
(b) Spreader
(c) Boom
(d) Bowsprit including snuffer ring
(e) Compression post
(f) Spi snuffer bag

F.2 MANUFACTURERS
The parts of section F.1 shall only be manufactured by Nacra Licensed Manufacturers.

F.3 IDENTIFICATION
The mast (a) shall carry the licensed manufacturer’s serial number displayed on the mast section.
Items (b), (c), (d), (e) and (f) shall carry a Nacra 17 identification labels.

**F.4 MATERIALS, CONSTRUCTION AND DIMENSIONS**

Shall comply with the World Sailing approved Builders Construction Manual.

**Section G – Sails**

**G.1 PARTS**

**G.1.1 MANDATORY**

(a) **Mainsail**
   (i) Hard battens nr. 1, 2, 3 and 4.
   (ii) Medium (standard) batten set
   (iii) Soft battens nr. 1, 2, 3 and 4.

(b) **Jib**
   (i) Standard batten set

(c) **Gennaker**

**G.2 MANUFACTURERS**

Sails of section G.1.1 shall only be manufactured by Nacra Licensed Manufacturers.

**G.3 IDENTIFICATION**

The mainsail, jib and gennaker shall carry the licensed manufacturer’s serial number displayed on the sails.

Battens shall carry Nacra 17 identification labels.

**G.4 MATERIALS, CONSTRUCTION AND DIMENSIONS**

Shall comply with the World Sailing approved Builders Construction Manual.
PART III – APPENDICES

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H: MANUFACTURED PART LIST

The following components shall comply with the building specification in force at the time of manufacture. As required, components shall have identification stickers attached by the builder at the time of manufacture or by the measurer:

<table>
<thead>
<tr>
<th>Qty</th>
<th>Component</th>
<th>Associated Hardware</th>
<th>Iden. sticker</th>
<th>Ident. Nr.</th>
<th>Options or tolerances</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Hull</td>
<td></td>
<td></td>
<td>No</td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>2</td>
<td>Mast rotation cam-matic HK469</td>
<td></td>
<td></td>
<td>Yes</td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>2</td>
<td>Front Cross beam</td>
<td>Required</td>
<td>No</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>2</td>
<td>Gennaker HK2135 57 mm</td>
<td>Required</td>
<td>No</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>1</td>
<td>Gennaker sheet HK2636 40 mm</td>
<td>Required</td>
<td>No</td>
<td></td>
<td>Harken licensed suppliers only</td>
</tr>
<tr>
<td>1</td>
<td>Tackline cheek HK233 22mm</td>
<td>Required</td>
<td>No</td>
<td></td>
<td>Harken licensed suppliers only</td>
</tr>
<tr>
<td>2</td>
<td>Jib cunningham/ HK415 16 mm</td>
<td>Required</td>
<td>Yes</td>
<td></td>
<td>Harken licensed suppliers only</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>2</td>
<td>Jib sheet swivel base HK462</td>
<td>Required</td>
<td>Yes</td>
<td></td>
<td>Harken licensed suppliers only</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>1</td>
<td>Jib track</td>
<td>Required</td>
<td>Yes</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>1</td>
<td>Traveler track car HK2738</td>
<td>Required</td>
<td>No</td>
<td></td>
<td>Harken licensed suppliers only</td>
</tr>
<tr>
<td>1</td>
<td>chickenwire shockcord blocks</td>
<td>Required</td>
<td>No</td>
<td></td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>±4 mm diam. sheave</td>
</tr>
<tr>
<td>1</td>
<td>Mast</td>
<td>Required</td>
<td>Yes</td>
<td></td>
<td>Harken licensed suppliers only</td>
</tr>
<tr>
<td>2</td>
<td>Cunningham sheave micro HK277</td>
<td>Required</td>
<td>Yes</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>1</td>
<td>Cunningham single HK348</td>
<td>Required</td>
<td>Yes</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>2</td>
<td>Cunningham Pivoting HK 291 or Spinlock PXR2026/VP</td>
<td>Required</td>
<td>No</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>1</td>
<td>Spi Halyard Pivoting/365 HK141</td>
<td>Required</td>
<td>Yes</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>2</td>
<td>clarmcleat cunningham CL211</td>
<td>Required</td>
<td>No</td>
<td></td>
<td>Harken licensed suppliers only</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>1</td>
<td>Boom</td>
<td>Required</td>
<td>No</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>1</td>
<td>Clamcleat Outhaul CL277</td>
<td>Required</td>
<td>No</td>
<td></td>
<td>May be removed according to C.10.1(e)</td>
</tr>
<tr>
<td>1</td>
<td>Boom Gooseneck U-fitting</td>
<td>Required</td>
<td>No</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>1</td>
<td>Compression Post</td>
<td>Required</td>
<td>No</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>1</td>
<td>Trampoline</td>
<td>Required</td>
<td>Yes</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>2</td>
<td>Spi Haylard guiders HK348</td>
<td>Required</td>
<td>Yes</td>
<td></td>
<td>Open</td>
</tr>
<tr>
<td>1</td>
<td>Bowsprit</td>
<td>Required</td>
<td>No</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>1</td>
<td>Snuffer ring</td>
<td>Required</td>
<td>No</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>1</td>
<td>Spi snuffer bag</td>
<td>Required</td>
<td>Yes</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>2</td>
<td>Daggerboard</td>
<td>Required</td>
<td>Yes</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>2</td>
<td>Rudderboard</td>
<td>Required</td>
<td>Yes</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>2</td>
<td>Ruddercasting - upper - incl. rudderarm</td>
<td>Required</td>
<td>Yes</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Ruddercasting - lower</td>
<td>Required</td>
<td>Yes</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>±3mm diam. sheave</td>
</tr>
</tbody>
</table>

*The table includes components related to sailboat construction, detailing specific parts with their identification numbers and tolerances. Each component is categorized under different sections (i.e., Hull, Mast, Cross Beam, etc.) and includes notes on manufacturer certification and specific requirements.*
### Section I: RIGGING LIST

<table>
<thead>
<tr>
<th>Component</th>
<th>Associated Hardware</th>
<th>Option or tolerances</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tiller-bar</td>
<td>Required</td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>Tiller extension</td>
<td>None</td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>Mainsail</td>
<td>Required Yes</td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>Light batten set (top 4 batters)</td>
<td>Required No</td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>Medium batten complete set</td>
<td>Required No</td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>Gennaker</td>
<td>Required Yes</td>
<td>Nacra Licensed suppliers only</td>
</tr>
</tbody>
</table>

### Running Rigging

<table>
<thead>
<tr>
<th>Running Rigging</th>
<th>Size</th>
<th>Associated Hardware/material</th>
<th>Remark/tolerances</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainsheet with splittail 1:10</td>
<td>1</td>
<td>HC 8454</td>
<td>±3 mm diam. sheave</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HC 7668</td>
<td>±3 mm diam. sheave</td>
</tr>
<tr>
<td>Mainsheet with splittail 1:12</td>
<td>1</td>
<td>HC 8454</td>
<td>±3 mm diam. sheave</td>
</tr>
<tr>
<td>(optional)</td>
<td></td>
<td>HC 7668 + HC2650</td>
<td>±3 mm diam. sheave</td>
</tr>
<tr>
<td>Gennaker Halyard core+cover</td>
<td>1</td>
<td>Shackle</td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>Main Halyard</td>
<td>1</td>
<td>5</td>
<td>±0.5 mm diam.</td>
</tr>
<tr>
<td>Jib Halyard</td>
<td>1</td>
<td>s-hook jib</td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>Gennaker Sheet</td>
<td>1</td>
<td>Shackle</td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>Gennaker Tackline</td>
<td>1</td>
<td>HK 348 29mm</td>
<td></td>
</tr>
<tr>
<td>Main Downhaul purchase 1:8</td>
<td>2</td>
<td>HK 406 double 16 mm</td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HK 406 16mm (car block)</td>
<td></td>
</tr>
<tr>
<td>Jib sheet 1:2 (optional)</td>
<td>1</td>
<td>HK 348 29mm</td>
<td></td>
</tr>
<tr>
<td>Jib downhaul 1:2</td>
<td>1</td>
<td>HK 348 29mm</td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>Spin block line</td>
<td>1</td>
<td>HK 348 29mm</td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>Spin Bale</td>
<td>1</td>
<td>HK 348 29mm</td>
<td>±3mm diam. sheave</td>
</tr>
<tr>
<td>Rotation line</td>
<td>1</td>
<td>ring max. diameter 30mm</td>
<td>±5mm inside diam.</td>
</tr>
<tr>
<td>Spin tack release</td>
<td>1</td>
<td>ring max. diameter 30mm</td>
<td>±5mm inside diam.</td>
</tr>
<tr>
<td>Hiking strap tie</td>
<td>3</td>
<td>Shackle</td>
<td></td>
</tr>
<tr>
<td>Righting line</td>
<td>4500</td>
<td>As per 4.16</td>
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</tr>
</tbody>
</table>
### Running Rigging

<table>
<thead>
<tr>
<th>Size</th>
<th>Material/Associated Hardware</th>
<th>Options or tolerances</th>
</tr>
</thead>
<tbody>
<tr>
<td>Qty</td>
<td>length</td>
<td>diam</td>
</tr>
<tr>
<td>1</td>
<td>HK 348 29mm</td>
<td>±3mm diam. Sheave</td>
</tr>
</tbody>
</table>

**Spinblock shockcord**

<table>
<thead>
<tr>
<th>Qty</th>
<th>length</th>
<th>diam</th>
<th>core</th>
<th>cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Spin tack shockcord**

<table>
<thead>
<tr>
<th>Qty</th>
<th>length</th>
<th>diam</th>
<th>core</th>
<th>cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>HK 406 16 mm double</td>
<td>±3mm diam. sheave</td>
<td></td>
<td></td>
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</tbody>
</table>

**Front cross beam rigging**

<table>
<thead>
<tr>
<th>Qty</th>
<th>length</th>
<th>diam</th>
<th>core</th>
<th>cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>HK 404 16 mm</td>
<td>±3mm diam. sheave</td>
<td></td>
<td></td>
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</tbody>
</table>

**Jibsheet trim 1:2**

<table>
<thead>
<tr>
<th>Qty</th>
<th>length</th>
<th>diam</th>
<th>core</th>
<th>cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>HK 348 29mm</td>
<td>±3mm diam. sheave</td>
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</table>

**Jib and Cunningham retraction system**

<table>
<thead>
<tr>
<th>Qty</th>
<th>length</th>
<th>diam</th>
<th>core</th>
<th>cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>HK 224 22mm (running-block)</td>
<td>±3mm diam. sheave C.9.1 (a)</td>
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**Retraction shockcord**

<table>
<thead>
<tr>
<th>Qty</th>
<th>length</th>
<th>diam</th>
<th>core</th>
<th>cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>HK 406 16 mm</td>
<td>±3mm diam. sheave</td>
<td></td>
<td></td>
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</tbody>
</table>

**Trapeze shockcord**

<table>
<thead>
<tr>
<th>Qty</th>
<th>length</th>
<th>diam</th>
<th>core</th>
<th>cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>HK 404 16 mm</td>
<td>±3mm diam. sheave</td>
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<td></td>
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</tbody>
</table>

**Jib downhaul trim 1:2**

<table>
<thead>
<tr>
<th>Qty</th>
<th>length</th>
<th>diam</th>
<th>core</th>
<th>cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>HK 404 16 mm</td>
<td>±3mm diam. sheave</td>
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<td></td>
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</tbody>
</table>

**Rear cross beam rigging**

<table>
<thead>
<tr>
<th>Qty</th>
<th>length</th>
<th>diam</th>
<th>core</th>
<th>cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>HK 404 16 mm</td>
<td>±3mm diam. sheave</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Standing rigging**

<table>
<thead>
<tr>
<th>Qty</th>
<th>Length(1)</th>
<th>Diam.</th>
<th>Material</th>
<th>Associated Hardware</th>
<th>options or restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>mm</td>
<td>mm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>6250</td>
<td>4.0</td>
<td>Standard 1 x 19 stainless steel wire</td>
<td>±0.05 mm diam. wire and C.10.5 (a)</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td></td>
<td></td>
<td>Shrouds Chainplate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>6810(2)</td>
<td>4.0</td>
<td>Standard 1 x 19 stainless steel wire</td>
<td>±0.1 mm, length ± 5 mm</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td>Bowsprit mid-bridle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>4300(2)</td>
<td>3.0</td>
<td>Dyneema Sk75/80 or polyester</td>
<td>±0.2 mm diam.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>4000(2)</td>
<td>3.0</td>
<td>Dyneema Sk75/80 or polyester</td>
<td>±0.2 mm diam.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>-</td>
<td>2.5</td>
<td>Standard 1 x 19 stainless steel wire</td>
<td>±0.2 mm diam. Shall be either 1x19 stainless steel wire, Dyneema sk75/80 or polyester or a combination.</td>
<td></td>
</tr>
</tbody>
</table>

(1) Length is the distance taken between the bearing surfaces of the rigging.
(2) Advisory length no tolerances apply.
Section J: HULL DRAWINGS
Section K: NACRA 17 SAIL ARRANGEMENT

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