Line drawing of Nacra Infusion.
The Nacra Infusion was designed in 2003, has been sold in many countries throughout the world and applied for International status in 2010.
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Introduction.

_The Nacra Infusion Class has been formed to support owners throughout the world with better racing and race support service in general. The concept is to ensure fair racing through a simple one-design manufacture that allows all sailors to complete fairly on the water and not feel obliged to continue to develop their gear to maintain a satisfactory position in racing fleets allowing for their own expertise._

_Nacra Infusion hulls, hull appendages, tillers, rigs and sails must be produced by Nautical Sports bv or their licensed builders and sail makers, no alteration is permitted unless allowed for in Section C of these rules._

_Owners and helms must be aware that compliance with rules in Section C in not checked as part of the manufacturing process._
Part 1. Administration.

Section A. General.

A1. Language
A1.1 The official language of the Nacra Infusion Class is English, and in case of dispute over translation the English text shall prevail.
A1.2 The word “shall” is mandatory and the word “may” is permissive.

A2. Abbreviations
A2.1 ISAF International Sailing Federation
MNA ISAF Member National Authorities
N.S. bv Nautical Sports bv and their licensees
INCA International Nacra Class Association
NNCA National Nacra Class Association
ERS Equipment Rules of Sailing.
RRS Racing Rules of Sailing.

A3. Authorities
A3.1 The international authority of the class is the ISAF who shall co-operate with the N.S. bv and the INCA in all matters concerning these Class Rules.
A3.2 Accepting the statement in A3.1 above, the certification authority has the right to withdraw a certificate and shall do so if requested by the ISAF.

A4. Administration of the Class
A4.1 The Class is administered by the INCA in conjunction with the N.S. bv.
The INCA may delegate functions to the NNCA where appropriate.
A4.2 In countries where there is not a NNCA, the functions can be managed by the INCA in agreement with the MNA.

A5. ISAF Rules
A5.1 These Class Rules shall be read in conjunction with the ERS.
A5.2 When the term in printed in “bold” (except headings) then the definition in the ERS applies, and when the term in printed in “italics” then the RRS shall apply.

A6. Class Rules variations
A6.1 Racing in Class events: ISAF Regulation 26.5(f) applies.
A7. Class Rule amendments
A7.1 Any submission for rule changes must be made in writing to the INCA who shall respond in a timely manner.
A7.2 Amendments to these Class Rules must have the approval of the ISAF in line with ISAF regulations.

A8. Interpretations of Class Rules
A8.1 Interpretations of these Class Rules shall be made in accordance with published ISAF practice.

A9. ISAF Building plaque and International Class fee
A9.1 The licensed hull builder shall pay the International Class fee to the ISAF.
A9.2 Having received the payment, the ISAF shall send the ISAF building plaques to the N.S. bv.

A10. Sail numbers
A10.1 Sail number are issued by the N.S. bv in accordance from requests made by the NNCA’s or NMA’s as appropriate.

Section B. Boat eligibility
For a boat to be eligible for racing, then it shall comply with this section.

B1. Class Rules compliance
B1.1 A boat shall be in compliance with these Class Rules.
B1.2 If it is alleged that a boat or part of its equipment falls outside the described standards, then the Race Committee shall be notified. The Class Measurer, or his agent, shall notify the N.S. bv, the NNCA and in course the INCA and make judgement using other Nacra Infusions as his guide in making this decision. The definitions in the ERS are to be used at all times, unless varied by Part II.
Part II. Requirements and limitations
The boat and crew shall comply with the rules in Part II when racing. If there is any conflict with the Class Rules then Section C shall take precedence.

The Class Rules in Part II are closed class rules, therefore anything that is not specifically allowed in Class Rules is prohibited.

Section C. Conditions for racing.
C.1 General
C1.1 Rules
a. RRS Appendix G. 1.3(d) shall not apply.
b. RRS 50.4 shall be amended to read 75%
c. Add to RRS 42.3, “a boat may repeatedly pump mainsail but only to release battens after tacking or gybing.”
d. RRS 49.1 shall not apply.
e. ERS Part 1, shall apply, “use of equipment”.

C1.2 Limitations
(a) The Nacra Infusion shall only be raced with equipment supplied new or replacement by the N.S. bv except where otherwise allowed in these Class Rules
(b) Where equipment other than made by N.S. bv it must be of similar size and weight and clearly performs the same function.
(c) At all events at least ONE member of crew shall be a member of the INCA.

C.2 Advertising
C.2.1 Limitations
Any advertising must only be displayed in accordance with ISAF Category C. (See ISAF Regulation 20)

C.3 Crew
C.3.1 Limitations
(a) The crew shall consists of two sailors
(b) No crew members shall be changed during a regatta unless agreed in writing with the Race Committee.
(c) The Race Committee shall consider any advantage that may give the boat, if this replacement will take place.
C.4. Personal Equipment
C.4.1 Mandatory
(a) A boat shall be equipped with a personal floatation device for each crew member to the minimum standard of either the host country or the host event
(b) Weight jackets, or ballast of any kind are not permitted
(c) In accordance with RRS 43.1(b), the total weight of equipment worn by each crew shall not exceed 10kgs.
(d) A righting line of minimum of 10mm thickness and 4 metres in length shall be carried on the boat at all times.
C.4.2 Optional.
(a) Trapeze harness for each member of crew
(b) Other personal equipment
(c) Magnetic devices.
(d) Mechanical timing devices
(e) Electronic devices that provide timing, heading and heading memory but which do not receive or transmit data
(f) Water, food and clothing containers
(g) Emergency Positioning Indicating Radio Beacons (EPIRB) devices
(h) Towing line if required in Sailing Instructions.
(i) A paddle, fit for purpose if required in Sailing Instructions
(j) Wind indicator(s)

C.5 Boat
C.5.1 The total weight of the boat, ready to sail, weighed in a dry condition, shall be 180 kgs. Corrector weight of maximum of 7 kgs may be attached to the starboard side of the front beam and be detachable for checking
C.5.2 No basic hull structure may be altered
C.5.3 Alterations
(a) Holes no larger than the necessary size for the passing of lines may be made in any part of the boat
(b) Routine maintenance for minor repairs, filling, sanding, cleaning, polishing and waxing is permitted as long as the hull is in a similar condition as when new ie gelcoat
(c) No performance enhancing materials are allowed to be applied to the boat.
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C.6 Trampoline
C6.1 Limitations.
Only trampolines supplied by N.S. bv are permitted
C6.2 Hiking straps may not be adjusted while racing.
C6.3 Construction
(a) Additional hiking straps are permitted
(b) Storage pockets are permitted
(c) Additional sail adjustment devices may be added to and fitted through the trampoline
(d) Spinnaker bags are permitted

C.7 Hulls
C7.0 Parts.
C7.1 Mandatory
(a) Hull shells
(b) Front beam
(c) Rear Beam
(d) Trampoline
C7.2 General.
(a) Hulls, beams and trampoline shall be original equipment supplied by N.S. bv
(b) Any repairs have to comply with the Class Rules
(c) Modifications, maintenance and repairs are permitted to include sanding, polishing, waxing BUT not any friction reduction materials.
(d) Sail adjustment fittings may be added to the hulls but preventing any water ingress
(e) For all boats built after 1st November 2009, hulls shall carry the ISAF plaques permanently placed on starboard transom
(f) Non slip surfaces may be applied to the hulls
(g) Foot loops, toe straps, trapeze gear, crew restraining lines may be fitted
(h) Daggerboard retention systems may be added
(i) Compass holders may be added excluding carbon
(j) Sail calibration marks may be added
(k) Further N.S. bv hatches may be added
(l) Additional shims to reduce daggerboard movement are permitted

C7.3 Beams
(a) The beams shall not be convex except for the necessary pre-bend to counteract mast loading
(b) Beams may be fitted with sail adjustment fittings
(c) Beams may have compass(es) fitted.
(d) Any holes drilled shall only be as large as necessary for fittings

C8 Hull Appendages
C8.1 Parts
(a) Rudders
(b) Tillers
(c) Tiller connecting bar
(d) Daggerboards/Rudder blades

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C8.2 Maintenance and Repair
(a) All hull appendages shall be original equipment supplied by NS bv
(b) Sanding and filing to improve fit and function is permitted
(c) Waxing and polishing is permitted as long as water friction materials are not used
(d) Shims may be added to reduce or compensate for wear
(e) Only two rudder blades and daggerboards may be used during an event, permission to change agreed in writing with Race Committee.

C9 Rig
C9.1 Replacement parts may be fitted but must be of equivalent or greater dimension than original
(a) Only one set of rigging may be used during an event, permission to change agreed in writing with Race Committee.
(b) Additional lines and fittings are permitted as long as they do not interfere with the integrity of the boat

C10 Bowsprit
C10.1 Bowsprits shall be supplied by the N.S. bv.
(a) The bowsprit shall be in the longitudinal centreline of the boat and not be adjusted while sailing.
(b) The wires holding the bowsprit cannot be shortened or lengthened
(c) Additional sail adjustment devices are permitted
(d) The end cap of the bowsprit shall always be smooth, round and blunt.

C11 Standing Rigging
C11.1 Standing rigging shall be supplied by the N.S. bv.

C12 Running Rigging
C12.1 Running rigging may be replaced from the original supplied by N.S. bv as long as it is equal to or greater than original gauge.

C13 Mast
C13.1 Masts shall be supplied by the NS bv.
(a) Masts may have wind indicators, compasses and sail adjustments added as long as the water ingress and integrity of the mast is maintained
(b) The limitation of downhaul (Cunningham) is at 8:1 and mainsheet is 10:1. Any increase on these ratios will void mast warranties.
C14 Sails.
C14.1 All sails shall be original equipment supplied by NS bv.
    (a) Sails shall not be altered in any way, however routine maintenance and
        repair are allowed as long such actions do not alter shape or size from the original
    (b) Advertising, in line with ISAF Regulation 20, is allowed as long as size
        and shape of sail are not altered.

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(c) Telltales are allowed, number and placement are optional
(d) Only one set of sails may be using during an event, permission to change agreed in writing with Race Committee
(e) The Class Insignia shall be displayed.
(f) Numbering shall be inline with ISAF Appendix G.

Section D – Hull.

D1 Parts
D1.1
(a) Hull shells
(b) Front Beam
(c) Rear Beam
(d) Trampoline
D1.2 The hulls shall comply with the Class Rules applicable at time of manufacture and be manufactured by NS bv.
D1.3 The hulls shall not be altered in any way except those allowed in Section C of these Class Rules
D1.4 The hull shall carry the ISAF International plaque on starboard transom
D1.5 The trampoline shall be made of mesh and supplied by N.S. bv and must completely cover the area between the beams and the sheer lines

D2 Assembled Hulls
D2.1 The hull fittings shall comply with the Class Rules applicable at time of manufacturer and shall be manufactured by N.S. bv, additions and alterations are permitted as described in Section C of these Class Rules
D2.2 A NMA may appoint one or more persons at a manufacturer to measure and certify hulls in accordance with ISAF IHC guidelines

Section E – Hull Appendages

E1 Parts
E1.1
(a) Daggerboards
(b) Rudders
E1.2 The hull appendages shall comply with the Class Rules applicable at time of manufacturer and be manufactured by the N.S bv
E1.3 The hull appendages may not be altered in any way except those permitted in Section C of these Class Rules
E1.4 A NMA may appoint one or more persons at a manufacture to measure and certify hull appendages in accordance with ISAF IHC guidelines.
Section F - Rig

F1 Parts
E.1.1 (a) Mast
(b) Boom
(c) Standing Rigging
(d) Running rigging
(e) Bowsprit

E.1.2 The rig, spars and fittings shall all comply with the Class Rules applicable at time of manufacture by N.S. bv
E.1.3 The rig and spars may not be altered in any way except those that are permitted in Section C of the Class Rules
E.1.4 Any changes of positioning on the mast of boom, shrouds, trapeze fittings, diamond wires, sail height are not permitted
E.1.5 The mast spar shall comply with the Class Rules at time of manufacture and shall be built by N.S. bv
E.1.6 The boom spar, bowsprit, standing and running rigging shall comply with the Class Rules applicable at time of manufacture by N.S. bv

Section G – Sails

G1 Parts
G1.1 (a) Mainsail
(b) Headsail (jib)
(c) Spinnaker

G1.2 The sails shall comply with the Class Rules applicable at time of manufacture by N.S. bv
G.1.3 A NMA may appoint one or more persons at a sail maker to measure and certify sails in accordance with ISAF IHC guidelines
G.1.4 The sail maker shall indelibly mark (or label) each sail with the year and place of manufacture, together with serial number and type of cloth used.
G.1.5. Cloths used in all sails shall comply with the Infusion approved cloth list
G1.6 The headsail (jib) shall be maximum 4.15 sqm, the spinnaker shall be maximum 21 sqm and the mainsail shall be maximum 15.25 sqm..