

F17 Rules 200

INTERNATIONAL NACRA CLASS ASSOCIATION HANDBOOK
PUBLISHED

FORWARD

This handbook includes the Class Rules for NACRA F17 Catamarans. These Class Rules are effective as of Jan.1, 2005 and have been authorized by INTERNATIONAL NACRA CLASS ASSOCIATION.

The NACRA F17 Class is intended to be a strict one-design class. A certain degree of latitude in the Class Rules permits skippers to rig their boats to their personal liking for convenience in sailing. However, the Class Rules do not permit any alterations that will make a standard factory boat less competitive than other boats. NACRA F17 sailors shall adhere to these Class Rules when racing as a one-design class and/or Portsmouth open class. Unlimited events such as long distance races and demonstration events may make exceptions to these Class Rules provided that sailors are notified in the Notice of Race. The one-design Class Rules shall be followed at all regional, national, and world championship regattas within North America. International Formula Classes may differ from INCA Rules.

Any questions regarding these Class Rules must be submitted in writing. Please send questions to the International Nacra Class Association, at 1800 E. Borchard Avenue, Santa Ana, California 92705, USA.

NACRA F17 Class Rules pertaining to One Design Control as amended for North America.

1. OBJECT OF CLASS RULES

1. 1 The NACRA F17 Class Catamarans are a one-design manufacturers class. The rules, official plans and specifications are intended to ensure that the catamarans of this class is, as nearly as possible, the same in regards to shape, weight of hulls, daggerboards, rudders, spars, sails, and that the equipment is simple, functional and dependable. The ultimate intent is to encourage the use of only racing tactics and sailing skill to increase boat speed.

2. PROTECTION OF NACRA F17 CLASS DESIGNS

2. 1 The hulls, daggerboards, rudders, stocks, standing rigging, spars and sails are strictly controlled except as specified in these rules. Interpretations of these rules shall be given by Performance Sports International, Inc. (P.S.I., Inc.) in consultation with proper committees of the International Nacra Class Association

(hereinafter referred to as INCA). In the event of a conflict between rules, official plans, measurement form and /or measurement diagram, the matter shall be referred to INCA. (NOTE: To doubly guard against "loophole destruction" of these fine NACRA F17 Class Catamarans and their potential for lasting racing pleasure, every

deviation from past practice or precedent which is not specifically spelled out by plans, specifications or Design Rule is assumed illegal until approved and thus recorded in writing by those administering the Class Designing Rules.)

2. 2 MOLDS. All molds, patterns and templates for the hulls, daggerboards, and rudders shall be constructed solely by P.S.I., Inc. or the builders licensed for that purpose by P.S.I., Inc., for NACRA construction.

2. 3 ALTERATIONS TO MOLDS. No alterations shall be made to any molds, official patterns or templates.

2. 4 CONTROL OF MOLDS. All molds shall be pulled from the official class plugs maintained by P.S.I., Inc., and shall not be modified in shape except to fair any surface imperfections.

3. HULLS, DAGGERBOARDS AND RUDDERS

3. 1 THE MANUFACTURE of hulls, daggerboards and rudders is strictly controlled by P.S.I., Inc. Licenses to build these components are issued by P.S.I., Inc., for NACRA.

3. 2 ALTERATIONS TO HULL, DAGGERBOARDS AND RUDDERS. Grinding, planning, sanding and/or application of putty, fillers and coatings on the outside surface are permitted provided that it is undertaken to fair local imperfections in these surfaces or to improve the surface finish and not to alter the intended shape of any surface.

3. 3 HULL WEIGHT. The hull weight may not be reduced by removing any material except for the installation of inspection ports. A maximum of three inspection ports per hull are allowed. Inspection ports are not permitted forward of the main beam. None may have an opening larger than six inches.

3. 4 RUDDERS. The rudder and rudder stock assembly, including the method of attachment to the transom is not to be modified. Rudders may be raked to attain helm balance. Rudder shape and length may not be changed. Nacra F-18 Rudder blades are permitted.

3. 5 DAGGERBOARDS. The top of the daggerboard may not be inserted below the hand well. The shape and length may not be changed. No part of the daggerboard or daggerboard well may be removed or added for the purpose of varying rake. All daggerboards manufactured by NACRA are legal for racing except ones that require modification of daggerboard or daggerboard well to accommodate them. F17 daggerboards may be modified in length and profile as per template provided by P.S.I., Inc.

4. SPARS

4. 1 CONSTRUCTION. The material, method of construction and design of the spars shall be in accordance with these rules and official Spar Plan. The mast, spreader, boom, beam, tiller and tiller tie bars shall be fabricated only by NACRA or builders licensed by P.S.I., Inc., for NACRA.

4.2 MAST. The extrusion length and position of the masthead, mast

hould, jib halyard strap eye, spreader and mast base are not to be altered in any manner. The gooseneck and diamond wire tangs may not be moved from the factory supplied position. Rotator arm maybe relocated using the new casting, control system is open.

4.3 SPREADERS. The spreader arm lengths may not be altered. NACRA F17 adjustable rake spreaders are allowable on all models. The diamond wires are to be securely attached at the spreader ends.

4.4 BOOM. The boom extrusion shall be supplied by the manufacture. Outhaul and rotation control maybe modified.

4.4a maximum boom length 87.25 inches

4.4b minimum boom length 83.25 inches

4.4c Booms are required to be sailed with standard end caps and goosenecks

4.5 BRIDLE FOILS. Bridle foils are not allowed and are considered not class legal.

4.6 MAIN BEAM. The aluminum extrusion length, mast step and dolphin striker assembly are not to be altered. Internal controls may be installed.

4.7 REAR BEAM. The aluminum extrusion length may not be altered with the following exceptions: internal controls limited to crew restrainer systems only.

4.8 TILLERS, TILLER TIE BAR AND EXTENSION. Tillers and tiller tie bar may be shortened. Tiller extensions (hiking sticks) and design are optional.

4.9 SPAR WEIGHT. No holes may be drilled, filed or cut into any manufacturer supplied component, spar or casting for the purpose of reducing weight.

5 RIGGING

5.1 CONSTRUCTION. All standard rigging (including diamond wires) shall conform with the wire types and, diameters shown in the manufacturers rigging schedule, wire diameters shall not be less than those shown in the rigging schedule. Running rigging and associated blocks, shackles, and cleats are not controlled except as specified in these rules. Rope tails on halyards are permitted. Jib halyards may not be led internally in the mast. Halyards must be long enough to raise and lower sails while the boat is in an upright position. (NOTE: wire length is measured from bearing point to bearing point.)

Rigging Schedule:

Wire type Minimum Wire – Diameter - Lengths

Shrouds 1 x 19 1/8"

Forestay 1 x 19 1/8"

Diamond Wires 1x19 1/8

Trapeze Wires 1x19 3/32

Bridle 1x19 5/32", minimum 53.5" in length

5.2 MAIN LUFF tension systems are optional but may not be led inside the mast.

5.3 TRAPEZE. Single trapeze system only is allowed on NACRA F17. No continuous trapeze systems are allowed.

5.4 FOOT STRAPS, SAFETY LINES, or the like may be added to assist the crew to trapeze. Hiking assist inboard is optional.

5.5 ALTERATIONS. Lengths of bridle wires are not to be altered. The forestay or its extension is to be attached at the bridle intersection. The forestay, shrouds, and diamond wires shall not be adjusted while racing.

5.6. EQUIPMENT may be added or changed to conform with current or previously supplied NACRA series production equipment. All such equipment supplied for NACRA F17 shall be considered class legal.

5.6a Main sheet purchase may not exceed 8:1 on any boat. Multiplier or fine tuning systems (Magic Blocks) are illegal.

5.6b Trampolines; all boats must be equipped with an NACRA licensed trampoline. Hiking straps, spinnaker and equipment bags may be added or altered. Up to 8 grommets or straps may be added as gear attachment points. No other modifications are allowed.

The tramp size, shape, and method of attachment to the hulls or beams may not be altered.

5.6c Downhaul may not exceed 8:1.

6. SAILS AND BATTENS

6.1 CONSTRUCTION. The material, method of construction and design of the sails shall be in accordance with the sail plan. The sails for the NACRA F17 shall be built for NACRA from patterns and sail cloth approved by NACRA. Sails shall be fabricated by builders licensed by P.S.I., Inc., for NACRA. Battens may be of wood, carbon, foam fiberglass or fiberglass. A set may consist of a combination of these types. All batten pockets must contain battens while racing, the only exception being a torn sail which loses a batten or battens during a race from a damaged batten pocket. (Only one batten per pocket is permitted.)

6.2 ALTERATIONS. The mainsail can not be re-cut. The spinnaker may not be re-cut. Windows, tell-tale windows, and chart pockets are optional. Class insignias may not be repositioned or altered in any manner. A minor repair to the sail may be done by a local sail maker as long as there is no alteration to the original shape or sail design. Any sail extremely damaged (panel replacement) and/or requiring seam repair must be repaired and re-measured by a INCA licensed sail maker

6.2a Sail reinforcement. Load straps may be applied to the following corners, head, clew, tack and cunningham on the main, jib and spinnaker. Straps may not exceed 12 inches from bearing surface. Chafing strips may be added to mainsail batten pockets where they come in contact with the shrouds. Spreader patches are allowed.

6.2c Reef points are not allowed

6.3 LUFF ROPE. The entire mainsail luff rope must be in the mast luff grooves.

6.4 Number of sails allowed in an event; one mainsail and one spinnaker. Changes allowed in an event do to damage, either major repairs or replacement can only be done with jury approval.

6.5 SAIL / MAST COMBINATIONS

6.5a. Carbon Mast: Only the current small head vertical cut mainsail is legal.

6.5b. Aluminum Mast: The current large head vertical cut mainsail, the small head vertical cut mainsail, and the cross cut large head mainsail are legal.

6.6. F17 Sail Numbers

6.6a. F17 sails will be sequentially numbered as they are produced for Nacra by a licensed Nacra sail maker. All sail numbers will be numerical in nature, no alphabet letters. Example, 123, 717, etc. Only ISAF designated country code letters will be used in conjunction with numbers. Example, USA 123, USA 717, etc.

7. CREW: Class legal minimums

7.1 Minimum Live Sailing Weight, Minimum Sailing Weight, corrector weight location and method of fixation;

7.1a Minimum Sailing Weight shall be the weight of the crew at registration, dressed in shorts / t-shirt or swim suit, and barefoot. Normal undergarments may also be worn with the aforementioned clothing.

- The NACRA F17 - Minimum Live Weight shall be 145 lbs., maximum crew of one person

- The NACRA F17 with large Spinnaker - Minimum Live Weight shall be 215 lbs., maximum crew of one person

7.1b Minimum Sailing Weight shall be the Minimum Live Weight plus corrector weights if necessary.

- The NACRA F17 Minimum Sailing Weight shall be 175 lbs, however, for crews weighing less than minimum sailing weight, ½ of the additional weight required must be carried. (See **WEIGHT CHART NACRA F17 below**)

- The NACRA F17 with large Spinnaker Minimum Sailing Weight shall be 230 lbs., however, for weighing less than minimum sailing weight, ½ of the additional weight required must be carried. (See **WEIGHT CHART NACRA F17 below**)

7.1c Corrector Weights; corrector weights shall be attached to the trampoline within 18" from the front main beam or placed into the stock storage pouch. Weights shall be securely attached to the boat and shall not be moved while racing. Attachment shall be with tape, zip ties, or by tying with line led thru the weights. Screws, rivets, nuts and bolts are not allowed. Weights must be easily accessible and easy to remove for check weighing.

7.2 Boat Weight. The NACRA F17 shall have no minimum class weight, but there are no alterations allowed to standard construction for the purpose of reducing weight from the manufacturer-supplied condition.

8.0 SAFETY EQUIPMENT. All NACRA F17 catamarans are responsible to carry safety equipment as required by the U. S. Coast Guard while racing.

8.1 One PFD must be worn by each crewmember while racing.

8.2 A righting line of 3/8" minimum diameter and 14' minimum length.

9.0 SPINNAKERS, POLES, AND RIGGING

9.1 Spinnakers are considered class legal for NACRA F17 sanction regattas, spinnakers shall be fabricated by builders licensed by P.S.I., Inc. for NACRA F17.

9.2a E-O Snuffer or mid pole systems are considered class legal if purchased through P.S.I., Inc. The spinnaker tack distance from the front beam must remain the same.

9.3 Rigging spinnaker attachment points bale, hound, etc. shall not be modified from stock configuration. All lines and blocks are left to the boat owner.

10. WARRANTY. Modifications allowed by these class rules may not necessarily be covered by the manufacturer's warranty. Modifications outside of the class rules, such as larger spinnaker, will void the manufacturer's warranty.

11. COMMUNICATIONS, RULE INTERPRETATION AND AMENDMENTS

11.1 Valid questions regarding these rules must be mailed to INCA headquarters.

11.2 Class rules may vary slightly from one country to another. Do not assume that the rules that apply for the United States will apply in another country. Be certain to familiarize yourself with the class rules of the country in which you are competing. A licensed NACRA F17 builder in another country may modify the INCA class rules for that country provided that they have been approved by INCA.

11.2a The manufacturer, P.S.I., Inc., reserves the right to make changes to the class rules, if the class membership falls below fifty active class members.

11.2b Class voting is to be held only by active class members, which are class members prior to the issue being voted on. An active class member is a NACRA F17 class boat owner, whose annual class dues have been paid.

11.2c Annual Class Dues cover membership from January 1st through December 31st of the year paid.

11.3 For International Events, the class rules will be approved by INCA and P.C., Inc., the manufacturer, and listed in the racing instructions.

11.4 INCA consists of a governing board of directors, fleet directors, and an official rules and policies committee. Class rules are governed by the manufacturer.

11.4a Rule changes. A proposal must be presented to the Class Board to amend an existing class rule or a change in the boat design. Send a detailed letter to Rules and policies committee. Ballot wording and content is the responsibility of the Rules and Policies Committee.

11.5 The NACRA F17 may not conform to International Formula Rules.

AMENDMENTS:

The NACRA F17 Championship event shall recognize as Top Master the highest-ranking sailor on the final result list who is age 50 or over on the first day of racing at the event, who does not otherwise win an award.

The INCA mailing address is:

International Nacra Class Association
1800 East Borchard Avenue
Santa Ana, CA 92705
U.S.A.

WEIGHT CHART NACRA F17

CREW WEIGHT IN LBS.	SPINNAKER	ADDED WEIGHT
145	Small	15
150	Small	12.5
155	Small	10
160	Small	7.5
165	Small	5
170	Small	2.5
175	Small	0
180	Small	0
185	Small	0
190	Small	0
195	Small	0
200	Small	0
205	Small	0
210	small	0
215	Large	7.5
220	Large	5
225	Large	2.5
230	Large	0
235	Large	0
240	Large	0
245	Large	0
250	Large	0

255	Large	0
260	Large	0
265	Large	0

SAILORS ARE RESPONSABLE FOR TAKING THEIR OWN ADDED WEIGHT, WHICH MAY BE CHECKED AND PROTESTED AT ANY TIME DURING A RACE.

6-01-05 revised rule 4.4, added 4.4a thru c

March 2006 Changed 3.4

June 2007 Removed 4.1a

Jan. 2008 Added 6.5