The NACRA 15 was designed in 2014 by NACRA and Morrelli & Melvin and was appointed as the International Youth Multihull in 2015 by World Sailing
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Nacra 15 Class Rules 2017
INTRODUCTION

This introduction only provides an informal background and the International Nacra 15 Class Rules proper begin on the next page.

Nacra 15 hulls, hull appendages, cross beams, trampoline, rigging and sails are manufacturing controlled.

Nacra 15 hulls, hull appendages, cross beams, trampoline, rigging and sails shall only be manufactured by Nacra Sailing B.V.—in the class rules referred to as ‘Nacra licensed suppliers’. Equipment is required to comply with the International Nacra 15 Building Specification and is subject to World Sailing approved manufacturing control system.

Nacra 15 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 WS International Sailing Federation
MNA WS Member National Authority
NS Nacra Sailing B.V.
also referred in the rules as NACRA the copyright holder.
IN15CA International Nacra 15 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 IN15CA 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 IN15CA.

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 IN15CA held in accordance with its constitution.
A.7 CLASS RULES INTERPRETATION
A.7.1 Interpretation of Class Rules shall be made in accordance with the World Sailing Regulations in consultation with the IN15CA 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 the World Sailing and IN15CA of any such interpretations.

A.8 INTERNATIONAL CLASS FEE AND WORLD SAILING 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 15 equipment shall only be manufactured by Nacra and its appointed suppliers, except where otherwise authorized by these Class Rules.

A.10 SAIL NUMBERS & CLASS INSIGNIA
A.10.1 One of the following rules shall apply for Sail numbers:
   (a) The number corresponding to the number on the World Sailing International Class building plaque, using the first 3 digits.
   (b) Where the helm has finished in the top 3 in the preceding Nacra 15 World Championship their sail number shall be that place, single digit.
   (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.
   (d) 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 number 4. The national letters and numbers shall comply with the RRS Appendix G except where specified otherwise in Class Rules Appendix.

Positioning of the numbers is 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 15 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 Nacra 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 IN15CA 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 event Technical 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; a crew member using a trapeze shall be in contact with the hull at all times except in the situation of accidental movement and/or a manoeuvre.

C.1.2 LIMITATIONS
(a) The Nacra 15 shall only be raced with equipment supplied by Nacra licensed manufacturer 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, or as close as technically possible to maintain the original function, of the original fitting.

C.2 CREW
C.2.1 LIMITATIONS
(a) The crew shall consist of two persons.

C.2.2 MEMBERSHIP
During all international events each crew member shall be a current member of the IN15CA.

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 or Sailing Instructions.

(b) The use of inflatable personal flotation devices is not permitted while racing.
C.3.2 PERSONAL SAFETY EQUIPMENT
(a) The use of helmets (conform EN1385 standard) for both helm and crew is strongly recommended during sailing and whilst racing the standard Nacra 15.

The notice of Race may make the use of helmets mandatory.

C.4 ADVERTISING
C.4.1 Advertising shall only be displayed in accordance with the WS Advertising Code. See WS Regulation 20.
C.4.2 For the purpose of WS Advertising Code, the gennaker shall be deemed a spinnaker.
C.4.3 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.

C.5 PORTABLE EQUIPMENT
C.5.1 OPTIONAL
(a) Any timing devices, removable for weighing.
(b) A maximum of one compass with bracket, removable for weighing.
(c) Spare parts and tools, removable for weighing.
(e) Camera recording equipment and attachments and/or race tracking equipment (GPS) where permitted by the IN15CA, Notice of Race and/or Sailing Instructions and removable for weighing.

C.6 BOAT
The following is permitted without the approval of the IN15CA Technical committee and least told otherwise this rules. 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) Protective coverings made of any soft material over exposed fittings are permitted.
   (v) Plastic balls
   (vi) Blocks with a maximum sheave diameter of 22mm 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.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) Attachments for blocks shall be of substantially the same size and design as the original.

C.6.3 REPAIR
(a) Repairs may be carried out provided that the essential shape, characteristics and function of the original component are not affected.

C.6.4 WEIGHT
The weight of the **boat** in dry condition, excluding the **tiller extension**, **mainsail** and battens, **jib** and battens, **gennaker** and all **portable equipment** listed in C.5.1 shall be a minimum of 141 kg.

The weight shall be taken including the **rigging** as listed in Appendix section H and I.

C.6.5 CORRECTOR WEIGHTS
(a) **Corrector weights** shall be made out 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.6.6 LIMITATIONS
(a) Any righting line with a min diameter of 8mm and minimum length 4100mm may be used and shall be led under the trampoline with both ends fixed directly or indirectly via the Front Cross Beam at either sides of the hulls and held under tension by the use of shockcord and rings

(b) 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:
   (i) The mainsheet system number of sheaves may be altered to achieve a maximum purchase of 10:1 and a minimum purchase of 8:1, only one ratchet block is allowed in the mainsheet system.
   (ii) 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.

(c) Fasteners may be replaced or added if the function and position of the fitting or part is not altered.

C.7 HULL
The following is permitted without the approval of the IN15CA Technical Committee. Unless stated otherwise items mentioned in the section may be obtained from any manufacturer or supplier.

The watertight integrity of the **hull** shall be maintained.

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

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

(d) No holes shall be made in the hull or deck mouldings except;
   (i) For the purpose making repairs
   (ii) To fit foot straps

(f) Re-finishing or fairing of the daggerboard case hull surfaces is only permitted to facilitate localised repair and provided that the essential shape, characteristics and function of the original component are not affected. An International Measurer or member of the Event Technical Committee may use templates to verify compliance with these limitations

C.7.2 MAINTENANCE
(a) The outermost surfaces of the hulls may be polished and cleaned.

(b) 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 IN15CA technical committee. After sending a damage report form including pictures to; info@nacra15class.com

C.7.3 REPAIR
(a) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. The serial number shall remain legible.
Areas of damage repair may be filled, sanded and polished over.

(c) Replacement of non-skid ‘pro-grip’ of the same type to the deck moulding is permitted.

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 Event Technical Committee.

(b) The breather hole in the centre of the top-hatch of each hull shall remain open.

C.8 HULL APPENDAGES
The following is permitted without the approval of the IN15CA technical committee 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. Provided that the essential shape, characteristics and function of the original component are not affected.

(b) The rope handle of the daggerboard, may be replaced by a different rope, with a maximum length of 600 mm and minimum 6 mm of thickness.

(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 tiller extension may be replaced without any restrictions as to design and material.

C.8.2 REPAIR

(a) Repairs to chips and scratches in the leading and trailing edges of the daggerboards and rudders may be filled and faired. The rudder winglets may also be filled and faired.

(b) Re-finishing and fairing of the hull appendage surfaces is permitted only to facilitate localised repair.

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 event Technical Committee.

C.9 BEAMS

The following is permitted without the approval of the IN15CA Technical Committee. Unless stated otherwise items mentioned in the section may be obtained from any manufacturer or supplier.

C.9.1 MODIFICATIONS

(a) The jib sheet and mainsail downhaul trim line retraction system may be modified to make them a continuous system to the opposite side of the platform.

An additional block may be used as specified in Appendix Section I.

(b) The beam bolts bedding inside the beam extrusion and casting shall not be adjusted and not filler shall be applied.

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

(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.9.2 MAINTENANCE AND REPAIR

(a) Routine maintenance such as cleaning, polishing and the replacement of broken fittings is permitted.

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

C.10 RIG
The following is permitted without the approval of the IN15CA Technical Committee unless stated otherwise items mentioned in the section may be obtained from any manufacturer.

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) 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) Tell-tales or ribbons in the rigging are allowed.
(g) A protective cover made only tape or sail cloth and attached by adhesive tape with a max size of 300mm by 350mm may be fitted over the hounds.
(h) Any cleat or fitting may be replaced with a cleat or fitting of same type and manufacturer in the same position or close as technically possible as the standard fitting and substantially of the same size and design.

C.10.2 MAINTENANCE AND REPAIR
(a) Routine maintenance such as cleaning, polishing and the replacement of broken fittings is permitted.
(b) Localised repairs to damaged equipment may be undertaken. Any repair shall not be used to reinforce an existing part or add a function

C.10.3 LIMITATIONS
(a) Only one mast and one boom 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 Event Technical Committee.
(b) Lower hole of the hounds shall be used to fit the forestay and shrouds
(c) The trapeze wires may also be fitted through the upper terminal of the shrouds
(d) The middle and top hole of the hounds shall be used to fit the trapeze wires.
(e) 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.10.4 FITTINGS

(a) Optional mechanical wind indicators are allowed.

C.10.5 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>Diam. (mm)</th>
<th>Material</th>
<th>Associated Hardware</th>
<th>options or restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forestay</td>
<td>1</td>
<td>4.0</td>
<td>Standard 1 x 19 stainless steel wire</td>
<td>±0.05 mm in diam.</td>
<td>Length minimum 55/0 mm &amp; maximum 55/90 mm</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>3.0</td>
<td>Standard 1 x 19 stainless steel wire</td>
<td></td>
<td>Grandfathering: until the 31st December 2018</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td></td>
<td>Stay Master 1/8”</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>Bridle</td>
<td>2</td>
<td>3.0</td>
<td>Standard 1 x 19 stainless steel wire</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td></td>
<td>Bridle fitting NA31698</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>Shrouds</td>
<td>2</td>
<td>4.0</td>
<td>Standard 1 x 19 stainless steel wire</td>
<td></td>
<td>diam. ±0.05 mm.</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>3.0</td>
<td>Standard 1 x 19 stainless steel wire</td>
<td></td>
<td>Grandfathering: until the 31st December 2018</td>
</tr>
<tr>
<td>Diamonds</td>
<td>2</td>
<td>3.0</td>
<td>Standard 1 x 19 stainless steel wire</td>
<td></td>
<td>diam. ±0.05 mm.</td>
</tr>
<tr>
<td>Bowsprit bridle</td>
<td>2</td>
<td>2.5</td>
<td>Standard 1 x 19 stainless steel wire</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
</tr>
<tr>
<td>Bowsprit mid-bridle</td>
<td>2</td>
<td>3.0</td>
<td>Dynema Sk75/80 or Polyester</td>
<td></td>
<td>±0.2 mm diam.</td>
</tr>
<tr>
<td>Tramp laces rear</td>
<td>1</td>
<td>3.0</td>
<td>Dynema Sk75/80 or Polyester</td>
<td></td>
<td>±0.2 mm diam.</td>
</tr>
<tr>
<td>Tramp laces side</td>
<td>2</td>
<td>3.0</td>
<td>Dynema Sk75/80 or Polyester</td>
<td></td>
<td>±0.2 mm diam.</td>
</tr>
<tr>
<td>Trapeze lines</td>
<td>4</td>
<td>2.5</td>
<td>‘1 x 19 stainless steel wire</td>
<td>open, see C.10.7 (a)(2)</td>
<td>±0.2 mm diam.</td>
</tr>
</tbody>
</table>

(1) Length is the distance taken between the bearing surfaces of the rigging.

(2) The stay adjusters of the forestay and shrouds may be replaced by a turnbuckle of the following manufactures:

- Ronstan Calibrated Turnbuckles RF1575
- NavTec Quickfit lifeline Turnbuckle 316
- C.S. Johnson 12-100 Stay Adjuster – Calibrated.
- Stay Master 1/8”

Note: Nacra may authorize the use of comparable turnbuckle products from other manufacturers provided those products meet comparable requirements for product standardization, compliance, and testing.

(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 and of the same size and structural design.

(b) LIMITATIONS
(i) Standing rigging shall not be adjusted while racing.

C.10.8 RUNNING RIGGING
(a) MODIFICATION, MAINTENANCE AND REPAIR.
(i) Running rigging may be replaced and shall comply as specified in Appendix section I.
(ii) The Mainsail downhaul system is to achieve a maximum of 8:1 purchase.
(iii) The trapeze system arrangement is open and may be modified to include an adjustable hook height system provided that the adjustment rope is a minimum of 5mm. Attachment methods by shockcord are to use the hull trapeze fairlead and via the end caps in the front cross beam.
(iv) The Mainsail Downhaul trim line may be led through a block with a maximum sheave diameter of 22mm attached to the trapeze system by rope.
(v) A shackle or snap-shackle may be fitted at the end of the main sheet where it attaches the mainsail.
(vi) A shackle or snap-shackle may be fitted at the end of the jib sheet where it attaches to the clew of the jib.
(vii) Additional gennaker tack-line inboard end turning blocks may be attached by rope to the shrouds, gennaker strap-eye or front cross beam or beam casting.
(viii) The Mast rotation line may be modified to a continuous system.
(ix) 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
(i) 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 NACRA displaying a Nacra 15 identification sticker may be placed in the batten pockets.
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 6 battens numbered down from the head point of the sail.

C.11.2 LIMITATIONS
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 Event Technical Committee.

C.11.3 MAINSAIL
(a) MODIFICATION, MAINTENANCE AND REPAIR.
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) BATTENS
The battens shall be identified by their official certified stickers. 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 15 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) The National Flag shall be corresponding to the Country Code displayed in the sail number.
(e) LIMITATIONS
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) BATTENS
The jib battens shall be of the standard set supplied by Nacra Licensed manufacturer only and shall not be altered. A standard batten set shall consist of a lower, middle and top batten. Battens shall be inserted in their correspondent batten pocket.
(c) LIMITATIONS
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.
Section D – Hull

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 Nacra, or by anybody after a formal request has been made to the Nacra and written approval is received by the owner. This shall require the manufacturer’s declaration to be re-issued

(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.2.1 MODIFICATIONS

(a)

D.2.2 MAINTENANCE

(a)

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 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.

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 daggerboard 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), (f), (g) and (h) shall carry imbedded Nacra logos.
Tiller bar item (i) shall carry a Nacra 15 identification stickers.

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) Spreaders
(c) Boom
(d) Bowsprit including snuffer ring and bridles
(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
Items (a), (b), (c), (d) and (e) shall carry a Nacra 15 identification stickers.

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) Standard batten set

(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.

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>Required</td>
<td>Yes</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Mast rotation clam cleat cl268</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Gennaker HK2526 57 mm</td>
<td></td>
<td>±2 mm diam. sheave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Front Cross beam</td>
<td>Required</td>
<td>No</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Gennaker sheet HK2636 40 mm</td>
<td></td>
<td></td>
<td></td>
<td>Or HK2526 ±2mm diam. sheave</td>
</tr>
<tr>
<td>1</td>
<td>Tackline cheek HK233 22mm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Jib Tack cleat HK468</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Jib sheet swivel base HK242</td>
<td></td>
<td>Harken licensed suppliers only</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Jib track Car HK2700</td>
<td></td>
<td>Harken licensed suppliers only</td>
<td></td>
<td></td>
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<tr>
<td>1</td>
<td>Jib track</td>
<td></td>
<td>Harken licensed suppliers only</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Rear Cross Beam</td>
<td>Required</td>
<td>No</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
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<tr>
<td>1</td>
<td>Traveller track car HK2738</td>
<td></td>
<td>Harken licensed suppliers only</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Chicken-line shockcord blocks</td>
<td></td>
<td>±2mm diam. sheave &amp;4 mm diam. sheave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Mast</td>
<td>Required</td>
<td>No</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Cunningham sheave micro HK160</td>
<td></td>
<td>±2mm diam. sheave</td>
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</tr>
<tr>
<td>1</td>
<td>Cunningham single HK348ASSY</td>
<td></td>
<td>±2mm diam. sheave</td>
<td></td>
<td></td>
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<tr>
<td>2</td>
<td>Cunningham Pivoting HK395</td>
<td>Or Spinlock PXR0206/VP</td>
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<tr>
<td>1</td>
<td>Spreader (6 components)</td>
<td>Required</td>
<td>No</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
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<tr>
<td>1</td>
<td>Boom</td>
<td>Required</td>
<td>No</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Clamcleat Outhaul CL277</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
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<td></td>
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<tr>
<td>1</td>
<td>Boom Gooseneck U-fitting</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Compression Post</td>
<td>Required</td>
<td>No</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Trampoline</td>
<td>Required</td>
<td>No</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Spi Haylard guiders HK348ASSY</td>
<td></td>
<td>Open</td>
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<td></td>
</tr>
<tr>
<td>1</td>
<td>Spi Pole</td>
<td>Required</td>
<td>No</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Snuffer ring</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
<td></td>
<td></td>
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<tr>
<td>1</td>
<td>Tackline stand-up HK349</td>
<td></td>
<td>±2mm diam. sheave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Clamcleat jib carline CL211</td>
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<tr>
<td>1</td>
<td>Jib sheet cheek block HK416</td>
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<tr>
<td>2</td>
<td>Daggerboard</td>
<td>Required</td>
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<td>Nacra Licensed suppliers only</td>
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<tr>
<td>2</td>
<td>Rudder blade</td>
<td>Required</td>
<td>Yes</td>
<td>Nacra Licensed suppliers only</td>
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<tr>
<td>2</td>
<td>Rudder system - upper - incl. rudder arm</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
<td></td>
<td></td>
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<tr>
<td>2</td>
<td>Rudder system - lower</td>
<td></td>
<td>Nacra Licensed suppliers only</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Tiller-bar</td>
<td>Required</td>
<td>No</td>
<td>Nacra Licensed suppliers only</td>
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</tr>
<tr>
<td>1</td>
<td>Tiller extension</td>
<td>None</td>
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<tr>
<td>1</td>
<td>Mainsail</td>
<td>Required</td>
<td>Yes</td>
<td>Nacra Licensed suppliers only</td>
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<tr>
<td>1</td>
<td>Batten set</td>
<td>Required</td>
<td>No</td>
<td>Nacra Licensed suppliers only</td>
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<tr>
<td>1</td>
<td>Jib</td>
<td>Required</td>
<td>Yes</td>
<td>Nacra Licensed suppliers only</td>
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<tr>
<td>1</td>
<td>Gennaker</td>
<td>Required</td>
<td>Yes</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
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</table>
### Section I: RIGGING LIST

<table>
<thead>
<tr>
<th>Running Rigging</th>
<th>Qty</th>
<th>length</th>
<th>diam</th>
<th>core</th>
<th>cover</th>
<th>Options or tolerances</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainsheet standard 1:8 (optional with split-tale)</td>
<td>1</td>
<td>HK2141+HK2650</td>
<td>8 mm</td>
<td>8 mm / 6 mm Tapering allowed</td>
<td>±2 mm diam. sheave</td>
<td></td>
</tr>
<tr>
<td>Mainsheet with split-tale 1:10 (optional)</td>
<td>1</td>
<td>HK2631</td>
<td>8 mm</td>
<td>8 mm / 6 mm Tapering allowed</td>
<td>±2 mm diam. sheave</td>
<td></td>
</tr>
<tr>
<td>Gennaker Halyard core+cover</td>
<td>1</td>
<td>HK2762</td>
<td>6 mm</td>
<td>Poly/Nylon</td>
<td>6 mm outer 4 mm inner</td>
<td>±0.5 mm diam. and ±2000 mm rope length</td>
</tr>
<tr>
<td>Main Halyard</td>
<td>1</td>
<td>17000</td>
<td>5</td>
<td>ring w/shackle</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>Jib Halyard</td>
<td>1</td>
<td>HK2762</td>
<td>2</td>
<td>±2 mm diam. sheave</td>
<td>Nacra Licensed suppliers only</td>
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<tr>
<td>Mainsail Downhaul line 8:1</td>
<td>1</td>
<td>HK2285</td>
<td>3</td>
<td>±2 mm diam. sheave</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>Gennaker Sheet</td>
<td>1</td>
<td>HK2762</td>
<td>5</td>
<td>±2 mm diam. sheave</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>Gennaker Tackline</td>
<td>2</td>
<td>HK406</td>
<td>5 / 3 mm Tapering allowed</td>
<td>±2 mm diam. sheave</td>
<td>Jib Sheet 6 mm / Jib Sheet strop 3 mm</td>
<td></td>
</tr>
<tr>
<td>Spin block line</td>
<td>1</td>
<td>HK348</td>
<td>3</td>
<td>±2 mm diam. sheave</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>Mast Rotation line</td>
<td>1</td>
<td>HK348</td>
<td>3</td>
<td>±2 mm diam. sheave</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>Hiking strap tie</td>
<td>3</td>
<td>HK348</td>
<td>3</td>
<td>±2 mm diam. sheave</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>Righting line</td>
<td>1</td>
<td>4100</td>
<td>8</td>
<td>±5 mm inside diam.</td>
<td>As per C.6.1(c)</td>
<td></td>
</tr>
<tr>
<td>Trapeze shockcord</td>
<td>2</td>
<td>HK348</td>
<td>2</td>
<td>±2 mm diam. sheave</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>Spin halyard shockcord</td>
<td>1</td>
<td>HK348</td>
<td>2</td>
<td>±2 mm diam. sheave</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>Spin block shockcord</td>
<td>2</td>
<td>HK348</td>
<td>2</td>
<td>±2 mm diam. sheave</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>Spin tack shockcord</td>
<td>1</td>
<td>HK348</td>
<td>2</td>
<td>±2 mm diam. sheave</td>
<td>Nacra Licensed suppliers only</td>
<td></td>
</tr>
<tr>
<td>Running Rigging</td>
<td>Size</td>
<td>Material/Associated Hardware</td>
<td>Options or tolerances</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------</td>
<td>------</td>
<td>-----------------------------</td>
<td>-----------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Qty</td>
<td>length</td>
<td>diam</td>
<td>core</td>
<td>cover</td>
<td></td>
</tr>
<tr>
<td>Front cross beam rigging</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(optional) Jib and Mainsail Downhaul retraction system</td>
<td>2</td>
<td>HK 406</td>
<td>16 mm double</td>
<td>±2mm diam. sheave</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(optional for continuous system)</td>
<td>2</td>
<td>HK 224</td>
<td>22mm (running-block)</td>
<td>±2mm diam. sheave C.9.1 (a)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shockcord block line</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retraction shockcord</td>
<td>2</td>
<td>Shockcord</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trapeze shockcord</td>
<td>1</td>
<td>Shockcord</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trapeze adjuster ropes</td>
<td>4</td>
<td>5mm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear cross beam rigging</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(optional) Chicken line</td>
<td>2</td>
<td>HK 404</td>
<td>16 mm</td>
<td>±2mm diam. sheave</td>
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<td></td>
</tr>
<tr>
<td>(optional) Retraction shockcord</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>(optional) Shockcord block tie rope</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

SECTION J: NACRA 15 HULL ARRANGEMENT
Section K: NACRA 15 SAIL ARRANGEMENT

Effective Date: 02-10-2017
Published Date: 28-09-2017
Previous issues: 15-08-2016
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