

NACRA **Sailing**

Dear Nacra customers,

This winter we have received reports of 3 front Nacra 17 crossbars that where buckled. Two were sent to our Headquarters for inspection.

Picture below: of “buckled” front crossbar.



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After inspection we found the following Facts:

- No indication of problems with aluminium front crossbar extrusion, wall thickness or construction
- Inspection of the dolphin striker rod learns that these “Front crossbars” where overbend, this was visible after examination of the used “Stainless steel thread” cut on the dolphin striker rod. Fact: One of these front crossbars came in and showed a setting of 19 mm!!
- These settings found are in direct conflict with the provided Nacra assembly manual settings.
- The Nacra assembly manual & Nacra 15 class and Nacra 17 class rules are conflicting on this particular issue.

Picture below: Showing setting of front crossbar to max class rule setting (15 mm)



C.9.3 FITTINGS

(a) USE

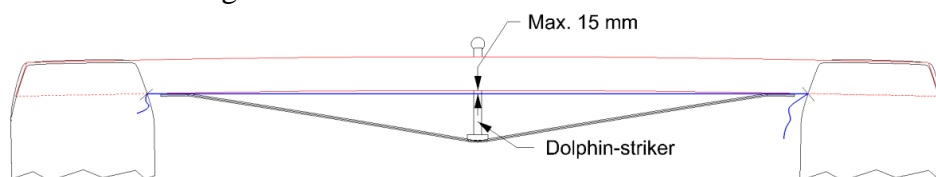
	Minimum	Maximum
Front cross beam curvature	0mm	15mm

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.

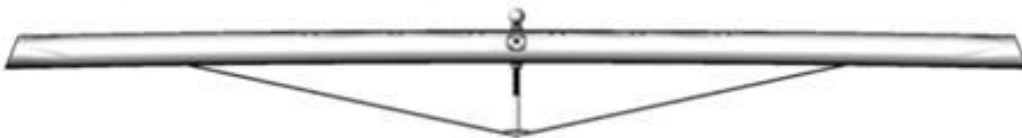



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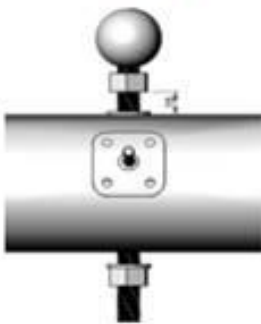
Pictures below are from a front crossbar being pre-bended following the Nacra assembly manual instructions.



1.2 FRONT CROSSBAR PRE-BEND



- There should always be a pre-bend on the front crossbar. This is been achieved by the tension on the dolphinstriker.
- On **new** beams the tension on the dolphinstriker must be reset after: -2 hours of sailing and -10 hours of sailing! 
- During the season check the pre-bend regularly.




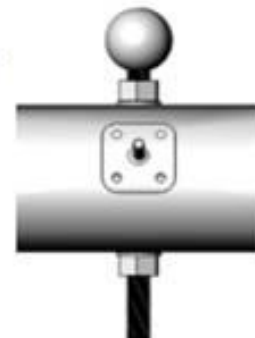
1. Release the tension on the nut located on top.
2. Release the tension on the nut located under the crossbar
3. Put grease on both nuts!
4. Measure **15mm** from top crossbar to underside nut

Tools needed:

- wrench 22
- pump plier

4. screw the nut under the crossbar until both nuts are tightend.

When the mastpin starts to twist, fixade it with the pump plier wrench. Protect the mastpin from wearing! 



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Final Conclusion:

- The earlier mentioned 3-front Nacra 17 crossbars have “buckled” by tightening extreme bending, resulting in failure by not following/respecting the maximum settings as provided in the Nacra assembly manual.
- The teams that provided us with the evidence of these front crossbars have received new ones to replace their old ones. The reason that we have replaced these crossbars without costs has to do with the fact that the Nacra class rules are in conflict over the settings with the Nacra assembly manual.
- These 3 teams will reuse all other parts of their old front crossbar and rebuild these themselves.
- Nacra Sailing have advised the Nacra 17 and Nacra 15 class, to update the current class rules to a minimum and maximum beam setting (see below)

FITTINGS

(a) USE

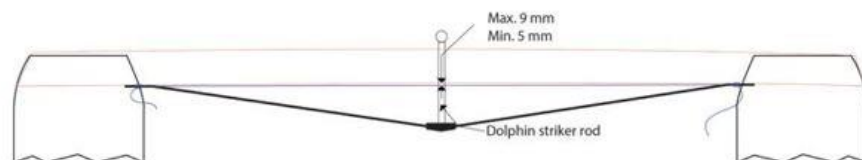
	Minimum	Maximum
Front cross beam curvature	5 mm	9 mm

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.



- Nacra customers will be informed about the risk of overbending their front crossbar and that they need to follow the Nacra assembly manual settings and not the current Nacra 15 and Nacra 17 class rule settings

We consider this matter as adequately solved and hope to see you soon at the next event.

Kind regards,

Nacra Sailing