



**Nanjing 2014 Youth Olympic Games**  
**16 – 28 August 2014**

**Lake Jinniu, Nanjing CHINA**

**EQUIPMENT REGULATIONS**

**1. EQUIPMENT AND MEASUREMENT CHECKS**

- 1.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by an equipment inspector to proceed immediately to a designated area for inspection.
- 1.2 Substitution of damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made to the race committee at the first reasonable opportunity.

**2. Byte CII Permitted Modifications**

**2.1 Hiking straps**

Boats are supplied with two hiking straps installed and a shock chord “lift” running through the aft loop of both straps and to the grab rails on the cockpit walls.

Shock chord may also be used to lift the front of the straps but, if the competitor does this, they shall supply their own additional shock chord. Shock chord at the front of the straps may only be attached to the traveller cleats.

Competitors may also rig the boat with only one strap instead of two. It may be “lifted” from either end, or both, but the front end of the strap shall be attached to two or more of the deck straps. If attaching the hiking strap to all four deck straps, the competitor shall supply their own extra line – minimum 4mm.

**2.2 Sail Controls**

The boat is supplied with the boom vang rigged with a 12:1 purchase and the outhaul rigged with a 4:1 purchase (2:1 is at the clew as shown and 2:1 is at the deck control).

The cunningham is supplied with an 8:1 purchase. See below left. These are the maximum purchases allowed on these controls but nothing shall prevent the competitor from sailing with less purchase including the removal of a block, as in the removal of the outhaul block pictured below, right. If sailing with less purchase, the control line shall not be cut.

The key of the vang may be secured in the boom fitting by means of a piece of shock chord tied around the boom and slid over the fitting.

A short length of shock chord is supplied with the boats and may be attached to the clew and taken to the clamcleat on the boom to serve as an inhaul.

**2.3 Mainsheet**

The mainsheet is supplied as a 4:1 system using a bridle attached to twin traveller cars on the traveller track. A single traveller block with becket, which is normally attached to a single traveller car, is attached to the apex of the bridle as pictured below left. Bridle length is approx. 40.5 cms, shackle to car. The final purchase shall be taken through the ratchet block on the cockpit floor at all times except that, when reaching or running, it may be taken directly from the boom. Competitors may reduce the ratio to 3:1 by tying off the end of the sheet to the lower sheave of the boom block, below right. If doing so, the entire race shall be



sailed in this configuration. Nothing shall preclude the competitor changing the length of the bridle with knots or splices but the line shall not be cut. Should the competitor want to lengthen it beyond the capability of the line supplied, they may use their own line but with a minimum diameter of 3 mm.

The competitor may also set up the boat with a single traveller car by attaching the single bucket block to one of the cars and taping the other car out of the way at the end of the traveller bar.

The control lines controlling the position of the traveller car(s) shall be used as supplied with a 2:1 purchase in both the twin and single car configuration.

#### 2.4 Tiller Extensions

The boats will be supplied with a tiller extension. Competitors may bring their own extensions but shall use the existing fitting on the tiller to connect their tiller extension.

### 3. **Techno 293 Permitted Modifications**

3.1 Except as permitted by the notice of race, no modifications are permitted.