

Technical Chairman´s report 2019-2020.

I am happy to announce that we have one new member in the Technical Committee:
Lars Braestrup; a well-recognized technical expert and boat builder.

The Technical Committee consists of:

Lennart Magnusson; Chairman
Heinz-Werner Aping; Chief Measurer
Simon Osgood; Technical Support
Lars Braestrup, Technical Expert

Contact details are found on the NFIA web page

There has not been any needs of separate meetings (skype) in the TC during the year. The current topics have been prepared through e-mails and then discussed during the NFIA board meetings. The TC-members have been present at the NFIA Board meetings

The issues addressed during the year, which has resulted in proposals of class rules changes are:

1. General

CR 1.	GENERAL The Nordic Folkboat was designed in 1941 to a specification of the Scandinavian Sailing Association, now called Nordic Sailing Federation (NoSF) . (corresponding changes have to be done in the rest of the CR)
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2. Advertising

CR 1:24	Advertising All Nordic Folkboat Class Races organized under the authority of the NFIA and NNFA shall be classified as per World Sailing-Regulation 20(Appendix1 Advertising Codes). In accordance with Regulation 20.5 no Competitor Advertising¹ may be displayed on any boat² In accordance with Regulation 20.4. a backstay flag is the only Event Advertising that is allowed. <small>¹ For defined terms see World Sailing Regulation 20 ² As defined in World Sailing Equipment Rules of Sailing</small>
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3. Rigging point

CR 6.2.1	The mast spar shall comply with the following dimensions and in accordance with the aluminium alloy mast section drawing No.12. All measurements for the aluminium alloy mast shall be carried out in accordance with the current WORLD SAILING, Equipment Rules of Sailing (ERS).
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Comments:

The physical properties of the mast, how it will bend in different directions, how it can be trimmed, depends among other things on where the standing rig is attached.

The World of Sailing Equipment Rules 10.10 describes different kind of attachments for how the standing rig is connected to the mast and the real physical point of where the physical properties of the mast are affected – the Rigging Point, RP.

Only one type of attachment is described in our Class Rules. The RP is to be determined from the c/c-line in the standing rig. The real RP of a hook terminal is situated lower than the theoretical RP which is described in the current CR.

The difference between the theoretical RP and the real RP for the type of hook terminal which normally is used, is about 15 mm.

To get a clear definition of the RP in the CR we suggest that the CR will be changed to follow the definition in the World Sailing ERS. With this change the TC also wants to avoid “creative solutions” for different kind of attachments of the standing rig.

4. Backstay adjustment

CR 7.70	The standing rigging shall be adjustable above the deck only, except the adjusting of the backstay which is free.
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Comments:

The TC wants that the rule will be adapted to the reality and allow a free adjustment.

In the late spring a new question was raised by the Finland National Folkboat Association. They want to adapt the allowed number of spinnakers like the other sails, that is two spinnakers. The TC will present a proposal of change in the class rules.

For information I would like to mention an ongoing discussion in The NFIA Board and TC regarding Weight distribution. How can we avoid that new Folkboats are built or especially old boats being renovated with different kind of “creative solutions” in order to move the boat’s centre of gravity forward?

I hope that we all have been able to sail a lot this year, despite the special situation with Covid-19.

With expectation of that we the next year will meet on different sailing arenas and keep company together.

Best regards/ Lennart