

Technical Chairman's report 2022-2023.

The Technical Committee consists of:

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

Technical Support, vacant.

Contact details are found on the NFIA web page.

The current topics have been prepared by the TC members through e-mails and then discussed in the TC mostly in TEAM meetings. The TC chairman has then presented current issues at NFIA's board meetings for further discussion and decision.

Activities

This year's activities have mostly consisted of supporting our members with what applies according to the class rules when they refurbish their boat.

The questions have mainly touched on what applies regarding interior in the cabin and what applies regarding weight and corrector weights. Both boat owners and measurer feel an uncertainty about this.

In the technical committee, we have discussed this carefully and found that it is a need for a clearer class rule and drawings regarding the interior. The work on this has begun and the goal is to present something at the next rule change in 2024.

Regarding the weights, we've found two main issues:

- In class rule 1.61 it is stated that if a yacht is to be re-measured this shall be carried out in accordance with the rules in force at the time the yacht's original measurement certificate was issued. In the early 80s the minimum weight was 1960 kg but then including sails and mandatory equipment.
- In class rule 10.20 it is stated that corrector weights may not weigh more than 30kg in total. There are some older boats that today sail with correction weights of more than 30 kg.

The technical committee believes that it is most fair if all boats weigh according to the current class rules. In check weighing at championships, it is a great advantage to have the same conditions for all boats, regardless of age. An amendment of CR 1.61 was therefore deemed necessary to be introduced immediately.

The technical committee has reviewed old class rules and received some comments from the measurers and then made an update to class rule 10. Getting clarity on what applies to the boat's weight and correction weights is important for those who renovate boats and for

those who have correction weights in their boats today. An amendment to class rule 10 is therefore necessary to be introduced immediately.

Requests have also been made for measurement certificates to state what type of rig the boat was measured with, wood or aluminum. TC thinks there is a point in this and includes this when updating CR 10.

A direct change to class rule 9.14 was immediately called for at the 2022 Swedish Championships as all sailmakers except one Swede have numbers and letters thicker than 50mm.

Under the NFIA Articles of Association 2b, class rules 1.61, 10 and 9.14 have been updated. Which are presented on NFIA's website.

NFIA has received questions from members, mast manufacturers and sailmakers regarding rod kicks and regarding continuous bolt rope in the boom's groove. TC has therefore made Clarifications of rule 12.20 and 9.21/9.15 which are presented on NFIA's website.

The use of spinnakers during international regattas has been discussed once again and will be formally voted upon, during the AGM in Tallin. Spinnaker design as per CR 9.50 and drawing 10 needs an update. The goal is to present something at the next rule change in 2024.

During the year, questions have been asked directly from members and from national associations regarding the position of crew below deck at the front of the boat during racing. At the NFIA's TEAM meeting in March with the national associations, many views were expressed. TC asks if the issue should be worked on or if it should be tabled? The issue should be dealt with at the AGM in Tallinn.

Electronics on board. What is allowed and what is not. There is a large and rapid development of marine instruments for sail racing and prices are falling. What information do we think should be accepted and where do we draw the line.
To be discussed during the AGM

All members are always welcome with questions to the Technical Committee, and we will try to help in the best way.

Wish you all a nice and rewarding sailing season, sail fast and safe.

Gothenburg 2023-06-20

Lennart Magnusson