

Technical Chairman's report 2023-2024.

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.

I especially want to thank my members in the technical committee this year for the fine job they did with updating our class rules.

Activities

During the past year, boat owners have contacted the technical committee to discuss ongoing or upcoming renovations / alteration of their boats. It has been anything from simply replacing rotten berth bottoms to completely tearing out everything on board in both the cockpit and cabin and then rebuilding the entire boat.

Just replacing any individual part in the boat that is in poor condition with a new part in the same material and with the same dimensions does not cause any new actions in terms of measurement. The old measurement certificate does not become invalid for this type of action, as the boat corresponds to the design the boat had when the previous measurement certificate was issued.

On the other hand, if the actions carried out mean that the design, scope, materials and dimensions change, then a re-measurement must take place. This must be done since the boat now no longer matches the design the boat had when the previous measurement certificate was issued.

As our class rules are formulated today, a re-measurement of the boat must take place in accordance with the class rules, specifications and drawings that applied when the boat was originally measured the first time. Even certain parts of the boat may be licensed at a certain time.

It is both complicated and difficult to find out exactly which class rules, specifications and drawings were in force for each year. The Technical Committee and NoSF have access to several years of the class rules, but no systematic archiving over the years has taken place. In particular, the time before the NFIA was formed in 1994 is not fully documented. Before updating the class rules, the technical committee has gone through the vintages that are available and taken certain parts into account.

In order for the class rules today to be able to operate fully according to what is stated in CR 1.10 Purpose of the Class Rules, the technical committee has worked out a proposal to changes in the class rules CR 1.60 which means that a

re-measurement of a boat must always take place based on the most recently valid class rules.

Our hope is that this change will make it easier for boat owners as well as measurer and thereby achieve as identical boats as possible. The major purpose is to strengthen the class rules and make sure that we continue to have a One Design Class in the future.

Most boats that sail today are in their original design as they were built once upon a time and have a valid certificate of measurement for this, which of course is perfectly fine.

Furthermore, the proposal for rule changes contains:

Small bulkhead before the forpeak, shall have a minimum opening area between the cabin and forpeak.

That the masthole should be in a fix position and the measurement regarding the placement of the forstay and mast position are more defined.

Spinnaker design as per drawing 10 needs an update, a work we hope to be able to present in the fall of this year.

Sail drawing no: 9 Jib, the wording have been updated so it correspond with thr World sailing EQ Rules.

Sail drawings no;8 have been updated with a measurement of the headboards position.

All kind of electronics instrument are permitted except digital devices for measurement of windspeed and windangle which are prohibited.

Furthermore, the proposal for rule changes contains certain clarifications and indications regarding the interior of the cockpit and cabin.

I would also like to mention that work is underway to produce CAD drawings of the Nordic Folkboat, a work we hope to be able to present in the fall of this year. The drawings are not intended to contain any rule changes, but merely a clearer way of presenting our boat.

Please see the attached proposals for rule changes 2025-2028.

The technical committee is always at your service to answer questions and concerns about our class rules, and we will try to help in the best way.

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

Gothenburg 2024-05-26

Lennart Magnusson
Technical chairman NFIA