

2013-03-01

Nordiska IFRA 2012
Klassregler för
IF-båt



Authority

Svenska Seglarförbundet, by Pontins väg 6, SE-115 21
STOCKHOLM

The IF boat was designed in 1967 by Tord Sundén.

IF-boat federation was adopted in 1971 as a class federation of
the Swedish Sailing Association

A.1 Type of class rules

A.1.1 These rules are prohibited class rules.

A.2 Languages

A.2.1 The official language of the class is Swedish and in case of dispute regarding translation, the Swedish will be

the text applies.

A.2.2 The word "will" and is compelling and the word "may" is permissive.

A.3 Abbreviations

A.3.1 GRP Fiberglass reinforced polyester

A.3.2 IFRA Co-operation between IF clubs in Denmark, Norway and Sweden

A.3.3 ISAF International Sailing Federation

A.3.4 CSR Race Rules

A.3.5 NKF National IF Boat Association

A.3.6 NA National Authority (ISAF)

A.3.7 RSR Utility Rules

A.3.8 SSF Svenska Seglarförbundet

A.4 Authority and responsibility

A.4.1 The certification authority for the class is NA in each country.

A.4.2 NA will cooperate with NKF, which will collaborate with IFRA on all matters concerning these class rules.

A.4.3 Neither NA, the certification authority, a meter, NKF or IFRA has anything legal responsibility for the accuracy of these class rules or measurements and

No legal or financial claims can be made with regard to them.

A.5 Class administration

A.5.1 NA's functions in accordance with these class rules may be delegated to NKF.

A.5.2 In Sweden, SSF has delegated all functions to the Swedish IF Boat Association except for the approval

of these class rules and the approval of amendments thereto.

A.5.3 In a country other than Sweden, NKF at its NA may request that these class rules, together with any supplement proposed by NKF shall apply as class rules in the country in question.

A.5.4 In a country where NA is missing, NA's functions shall be performed by the Swedish IF Boating Association, which may delegate these to NKF.

A.6 ISAF rules

A.6.1 These class rules should be read together with RSR and KSR. Regulations and rules in RSR and CSR apply unless otherwise provided in these class rules.

A.6.2 Measurements shall be taken in accordance with the RSR unless otherwise provided in these class rules.

A.6.3 When a term is used in its defined meaning, it is written in "bold" style if it is defined in RSR

A.6.4 When a term is written in "italic" style if it is defined in CSR.

A.7 Sailing regulations

A.7.1 Part C of these class rules may be amended by sailing regulations only if NKF allows.

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TITLE A - GENERAL RULES

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A.7 Sailing regulations

A.7.1 Part C of these class rules may be amended by sailing regulations only if NKF allows it

A.14 Om-Certification

A.14.1 When the validity date of the measurement letter is passed, the owner must apply certification authority about a new measurement letter and return the old, invalid measurement letter together with any fee. Application must be made no later than 6 months after validity date has passed. A new test letter can then be issued to the owner.

A.14.2 In case of change of ownership, the new owner shall apply for a new certificate from the certification authority

measurement letter and at the same time return the old, invalid measurement letter together with any

charge. The application must be submitted no later than 6 months after the change of ownership. A new test letter can then be issued

to the new owner.

A.14.3 If an item that requires measurement according to the measurement form has been changed, then the current

The object is measured by a meter and the result is entered in a new measurement form. The new

The form and the old invalid measurement letter together with any fee will be sent to

Certification Authority within 6 months after completion of measurement. A new test letter can

then issued to the new owner.

A.14.4 If the weight or position of the correction weights change, a meter shall check and check

need to weigh the boat and the result is included in a new survey form. The new form and

The old invalid measurement letter together with any fee will be sent to

Certification Authority within 6 months after completion of measurement. A new test letter can

then issued to the new owner.

A.14.5 If the boat has not been in possession of a valid measurement letter for 6 months, and the owner applies for a

new certification, the certification authority may require a new certification inspection.

A.15 Invalidation of measurement letters

A.15.1 If the certification authority finds that there is an appropriate reason for invalidating one

test letter is entitled to do so. Such a reason may be that the owner repeatedly

The occasions have deliberately violated these class rules in connection with race racing.

TITLE B - APPROVAL OF A BOAT

In order for a boat to be approved to compete, it must comply with its rules

this department.

B.1 Measurement letter

B.1.1 The boat must have a valid measuring letter including the values for any correction weights and others

information required in these class rules.

B.2 Certification mark

B.2.1 Items requiring a certification mark shall have such a mark.

B.3 Sail number

B.3.1 The sailing number issued by the certification authority shall be permanently affixed to mast bulkhead. The number can be placed directly on the shot, on a plate or on the building plate.

B.4 Comparative control measurement

B.4.1 In the event of a measurement dispute at a competition, the following procedure may be used if these

class rules do not specify anything else for the part to be checked:

(a) A number of at least 5 pcs. Boats in which the disputed item has not been repaired shall be taken out by lottery and will be used as reference boats

(b) The object shall be measured using identical methods on the reference vessels and the contested boat.

(c) The dimensions of the object of the disputed boat shall be the same as, or within maximum and minimum values of those measured on reference vessels.

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(d) If any dimension of the object on the disputed boat is beyond the measured value on the reference boats, the matter, together with relevant information, shall be handed over to NKF, which will determine the case.

(e) NA shall be informed of the case and its decision as soon as practicable after the regatta.

(f) NKF shall inform IFRA of the case and its decision.

PART II - Regulations and limitations

The crew and the boat shall comply with the rules of Part II in race racing.

Measurement as prescribed in Part II is part of the certification and shall be performed by the meter or manufacturer with a certification license.

TITLE C - CONDITIONS OF CAPTCHA

In this section are:

1. Rules whose conformity is only verified in connection with a racing

2. Rules for the boat not affected by certification

3. Rules for the boat, where certification or inspection requires simultaneous access to several parts of the boat

C.1 Type of race

C.1.1 DEFINITION

The term "bank sails" means a race sail in these class rules:

(a) where only IF boats compete against each other

and

(b) where the term "track" is defined in the NA Rules or equivalent

or

(c) where the NKF or its local organization has defined the competition as a bankruptcy sail

C.2 Crew

C.2.1 LIMITATIONS

(a) In the case of a bank ticket sail, the crew shall consist of 2 or 3 persons.

(b) In the event of race seeding, which is not a banking application, the crew's number is free.

(c) During a regatta, which does not last more than 7 days, the crew shall be the same number and individuals, unless the Sailing Board has given its approval.

C.2.2 MEMBERSHIP

(a) In the case of championships, the owner or owner's representative shall be a member of NKF or, if there is no NKF in the country, in the Swedish IF Boat Federation

C.2.3 WEIGHT OF WEIGHT

(a) The total weight of the crew is free

C.3 Advertising

C.3.1 LIMITATIONS

(a) The boat may only carry such advertising as permitted by ISAF Regulation 20, Category C.

C.4 Equipment

C.4.1 TO BE USED

(a) Mandatory

(i) A bucket or bilge pump

(ii) An anchor weighing at least 7.5 kg. Any chaining shall not be included in weight.

(iii) An anchorage with a minimum diameter of 12 mm or anchor band with min. 2300 kg strength. The line or the band should be at least 30 meters long. Any chain may be counted in the long run.

(iv) Two lines with a minimum diameter of 10 mm. Each line must be at least 10 m long.

(v) Pillows fitted to all bunks. The cushions should be real boat pads.

The thickness of the dies must be at least 70 mm

(vi) Luck of marine wood, homogeneous wood, plexiglass or GRP to cover the fall in the ruff. The luck may have ventilation grids of any material. The door may be shared.

(vii) Kitchen. The kitchen shall be dedicated for use on board a pleasure boat. The weight of the kitchen should be at least 2 kg.

(viii) Airplane to all crew members

(b) Optional

(i) An electronic compass with digital display.

(ii) Magnetic compasses

(iii) Mechanical inclinometers

(iv) Non-electronic wind direction indicators

(v) Binoculars

(vi) Clock

(vii) Radio equipment, mobile phone and GPS. But they may only be used in it scope permitted by CSR, or if sailing regulations permit.

(viii) Hanging straps. The hanging straps should be mounted in the cockpit and should not be able to stretch beyond the edge of the cockpit.

(ix) Trains

(x) Personal equipment

(xi) Camping equipment

(xii) Security equipment

(xiii) Non-electronic navigation equipment

(xiv) Heater

(xv) Battery

(xvi) Lanterns

(xvii) Tools

(xviii) Spare parts

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(xix) Additional equipment according to C.4.1. (a)

C.4.2 NOT TO BE USED AT BANKAPEGLING BUT MAY BE USED FOR OTHERWISE

SAILING RACE

(a) Optional

(i) Logs

(ii) Optional navigation equipment

(iii) Optional electronic sailing aids

(iv) Radio communication radio equipment and / or mobile phone, but only if sailing regulations allow it.

C.4.3 NOT TO BE USED

(a) Mandatory

(i) A paddle, minimum 1200 mm long

(b) Optional

(i) Outboard engine

(ii) Additional equipment according to C.4.3 (a)

C.5 Boat

C.5.1 WEIGHT

minimum

(a) The weight of the boat in dry conditions, excluding sails and loose equipment 2150 kg

C.5.2 CORRECTION FACTS

(a) When the weight of the boat is below the minimum requirement, corrective weights shall be permanently attached

the underside of the tire with $2/3$ of the weight of the shovel shovel.

C.6 Hull

C.6.1 MAINTENANCE AND REPAIR

(a) Maintenance, painting and polishing are permitted and do not require re-measurement or re-certification.

(b) Repair that does not change the shape or structure of the hull is allowed and does not require reassessment

or re-certification

(c) Epoxy may be used for maintenance and repair

C.7 Roder

C.7.1 MAINTENANCE AND REPAIR

(a) Maintenance, painting and polishing are permitted and do not require re-measurement or re-certification.

(b) Repair that does not change the shape or structure of the rudder is allowed and does not require reassessment

or re-certification

(c) Epoxy may be used for maintenance and repair

C.8 Rigg

C.8.1 MAINTENANCE

(a) Maintenance, painting and polishing are permitted and do not require re-measurement or re-certification

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(b) Repair that does not change the structure of the rig is allowed and does not require re-measurement

or re-certification

C.8.2 MAST

(a) Dimensions

minimum maximum

(i) The distance from the most common point of an accident

bumpers to the intersection of the round hollow

front and shelf roof 2930 mm 2960 mm

(ii) The distance from the rake to the lower point 695 mm 705 mm

(b) Location

(i) In all control measurements of rig, the mast shall be placed in the mast foot so that the mast can not move backwards.

(c) Seizure

(i) Permanent stop that prevents the top of the boom from getting below the bottom point

C.8.3 TREE

(a) Dimensions

minimum maximum

(i) Distance of the outer point 3400 mm

C.8.4 SPINNAKERBOM

(a) Use

(i) The spinnaker boom shall, when used, be seated with one end fixed in one brackets or ropes next to the mast.

C.8.5 STANDARD RIGG

(a) Dimensions

maximum

(i) The distance from the intersection of the front and deck
to the intersection of the front and bottom of the round hole

upper side rake roof 2565 mm

(ii) Fortriangle Base ("J-Measure") 2560 mm

(b) Use

(i) Rigging links and vane screws may be adjusted.

C.8.6 RUNNING RIGG

(a) Assembly and use

(i) Over deck

a. Free

(ii) Under deck

a. Sail Cunningham with gear.

b. rear tensioner with gear.

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c. Drum for roller sail including attachment and actuation.

C.9 Sail

C.9.1 LIMITATIONS AT BANKAPPSEGLING

(a) No more than 1 large gauge, 2 sails and 2 spinnakers shall be used on a regatta except
when a sail has been lost or damaged so that it can not be repaired.

Compensation of such a claim may only be made with the Competition Board's approval.

(b) No more than 1 large sail, 2 sails and 2 spinnakers shall be on board.

(c) The spiders shall be clearly separable in color or pattern.

(d) Only one spinnaker may be used in each individual sailing.

C.9.2 MAINTENANCE

(a) Maintenance and repair are permitted and do not require re-measurement and re-certification.

C.9.3 STORY RULES

(a) Identification

(i) Sail number and nationality letters shall conform to CSR.

(ii) Sail numbers may differ from those fixed on the masthead, if not

The same combination of nationality and sail number is present

with any other boat in the race or regatta.

(b) Use

(i) The sail shall be hoisted with a fall. The arrangement shall enable the sail to be able

hoisted and taken to sea.

(ii) Concurrence or paralysis and submarine attacks shall be in the round hole

luff grooves.

(iii) Drop-offs of any type are allowed

C.9.4 CONCEPT

(a) Use

(i) Sail shall be hoisted behind a permanent first

(ii) The settlement may be affixed with parishes or narrow bands with pushbuttons

with the corresponding function

(iii) A roll sail shall be either fully rolled or fully rolled out

C.9.5 CONCEPT GENUAFOCK

(a) Identification

Sail Genuafock shall not have sail number and nationality letters.

C.9.6 SPINNAKER

(a) Identification

(i) Sail number and nationality letters shall conform to CSR.

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(ii) Sail numbers may differ from those fixed on the masthead, if not

The same combination of nationality and sail number is present

with any other boat in the race or regatta.

TITLE D - SKROV

In this section there are rules for hulls, and there certification checks or

Inspection does not require access to other parts of the boat.

D.1 Initial parts

D.1.1 COMPULSORY

(a) hull shell

(b) Tires

(c) Front door. For boats of the 1967 model year, the front door can not be found.

(d) Shared tailgate

(e) Locks over casket benches in the cockpit

(f) Shutter hatch with hatch cover on the shoulder roof shaft

(g) Shot according to drawing 1460. For boats of the 1967 model, the mast shot may be missing.

(h) Shooting bar

(i) Interior design

(j) Ballastköl

(k) Engine well or compensation failure therefore

D.1.2 VOLUNTARY

(a) Mast support for 1967 year-old boats without mast shots

D.2 Measurement

D.2.1 Measurement shall be performed in accordance with RSR or B.4.

D.2.2 TOLERANS

In cases where the referenced drawings contain dimensions without indication of maximum and / or

At least the following tolerances shall be used:

(a) Length over all +/- 10 mm

(b) Construction water line +/- 10 mm

(c) Width section 1 - 16 +/- 1%

- (d) Freeboard +/- 1%
- (e) Depth +/- 1%
- (f) Radius larger than 25 mm +/- 2 mm
- (g) Radius less than 25 mm +/- 1 mm
- (h) Other drawing dimensions +/- 5 mm

D.3 Certification

D.3.1 The hull must comply with the class rules applicable to certification.

D.3.2 All plugs and shapes shall be approved by the Swedish IF Boat Federation.

D.4 Identification of hull

D.4.1 The hull shall have the building plate permanently placed on the mast bulkhead. If a boat is missing a building sheet,

should the sail number be permanently placed on a plate on the masthead or directly thereon.

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D.5 Manufacturer

D.5.1 Hull shell and tires shall be manufactured by a licensed manufacturer of Svenska IF-båtförbundet.

D.5.2 The hull shell, deck and bulkhead shall be assembled by the hull manufacturer.

D.5.3 Obligatory brackets according to D.14.1 (a) shall be fitted by the hull manufacturer.

D.5.4 Manufacturer of interior and shot bar is free

D.6 hull shell

D.6.1 MATERIALS

(a) The hull shell shall be of GRP

(b) Reinforcements shall be of marinewoodwood

(c) The surface treatment shall be polyester, epoxy or any color

D.6.2 BUILDING AND DIMENSIONS

(a) See Drawing 1223A, 1223B and 1460

(b) The hull shall be composed of 2 mirror-turned hull halves

D.7 Tires

D.7.1 MATERIAL

- (a) The tire shall be of GRP sandwich
- (b) Reinforcements shall be of marinewoodwood
- (c) The surface treatment shall be polyester, epoxy or any color.

D.7.2 BUILDING AND DIMENSIONS

- (a) See Drawing 1223A, 1229B and 1460

D.8 Luckor

D.8.1 MATERIAL

- (a) Luckor shall be of GRP sandwich.
- (b) Reinforcements shall be of marinewoodwood
- (c) The surface treatment shall be polyester, epoxy or any color

D.9 Shot

D.9.1 MATERIAL

- (a) Shots shall be of marinplywood
- (b) Shots shall be fixed in hull hull and deck
- (c) Surface treatment is free

D.9.2 BUILDING AND DIMENSIONS

- (a) See drawing 1460

D.10 Shooting bar

D.10.1 MATERIAL

- (a) The bulkhead shall be of homogeneous or glued wood

Nordic IFRA Class Rules 2012 for IF-boat 14 (25)

D.10.2 ASSEMBLY, BUILDING AND DIMENSIONS

- (a) The bulkhead shall be mounted in the intended location, as per Drawing 1460
- (b) The scaffolding beam should not stand up over the tops of the cockpit

D.10.3 DECLARATION

- (a) A scooter for trawlers shall be mounted directly on the top of the scooter

(b) Other seizures are free

D.11 Interior

D.11.1 MATERIAL

(a) Interior shall be at least 6 mm thick marine wood and homogeneous wood

(b) The surface coating material is free

D.11.2 UPDATED

(a) See drawing 1460. Interior of IF model 1967 model may differ.

(b) Ventilation holes must be taken up in the fixed basins, corresponding to no more than 5% of the surface.

D.11.3 INCLUDING PARTS

(a) Mandatory

(i) A wardrobe, the top at least at the height of the bulkhead deck, width of at least 350 mm.

The wardrobe should have a front with a door or door.

(ii) Hanger cabinet with slots in the lounge under the deck deck. The cabinets should be minimum 200 mm high and the total length shall be at least 2000 mm. See drawing 1460.

(iii) Retractable, retractable or fixed kitchenette. The kitchenette should be able to accommodate a soap

båtkök.

(iv) 4 fixed bunks, at least 1800 mm long and with the widest width at least 600 mm. 2 of

The kjojer must be in the forehead. One of the bunk beds can be used for a fixed one
pantry.

(v) Drums throughout the space in the rack as well as in the entire space under the cockpit.

(vi) Luck between the lounge and the space under the cockpit

(b) Volunteers

(i) All other furnishings

D.12 Ballastköl

D.12.1 GENERAL

(a) The ballast bowl shall be firmly sailed in the hull.

D.12.2 MATERIALS

(a) The ballast bowl shall be made of cast iron.

D.12.3 BUILDING AND DIMENSIONS

(a) Ballastkölen shall be manufactured in a form approved by the Swedish IF Boat Association Nordic IFRA Class Rules 2012 for IF-boat 15 (25)

D.12.4 WEIGHT

minimum maximum

(a) Ballast's weight 1240kg ... 1260 kg

D.13 Engine well

D.13.1 GENERAL

(a) Engine well of GRP shall be in accordance with Drawing 1460 with the exception of (b) below.

(b) If the engine well is missing, there must be a permanently installed compensation weight in the corresponding place with a minimum weight of 3.75 kg.

(c) The hole of the engine well in the hull shell may be covered with a gap or permanently plasticized.

D.14 The hull in its entirety

D.14.1 DECLARATION

(a) Mandatory

The following fittings must be located in accordance with drawing 1324-2.

(i) First aid

(ii) Vantfest

(iii) Mastfoot

In addition, the following seizures shall be:

(iv) Fasteners

(v) Stävskena

(vi) Roderfästen

(vii) Self-lining valves with any type of implements

(b) Volunteers

(i) Handle on deck

(ii) Other seizures

D.14.2 SCREEN DIMENSIONS

minimum maximum

(a) hull length 7855 mm 7875 mm

(b) The width of the hull everywhere 2178 mm 2222 mm

D.14.3 SITTBRUNN

(a) The wellbore shall be self-igniting

(b) Tights and gaps shall be in accordance with drawings 1460 and 1229B

D.14.4 STRENGTHS

(a) Mandatory

(i) reinforcements on stern, kojfäst, fortress bracket, catch bracket, for interior design, in boarding and tires shall be in accordance with drawing 1460.

Nordic IFRA Class Rules 2012 for IF-boat 16 (25)

(b) Volunteers

(i) Strengthening at the roots, so-called "knees", performed in accordance with the drawing 1965-2 may be. Epoxy may be used. The reinforcements are to be measured and one New metrics shall be issued by NA with special note on this.

TITLE E - RODS AND RORKULT

This section contains rules for rudders and forks, and there is certification control or inspection does not require access to other parts of the boat.

E.1 Initial parts

E.1.1 COMPULSORY

(a) rudder

(b) Rorkult

E.1.2 OPTIONAL

(a) Rorkults Extender

E.2 Measurement

E.2.1 Measurement shall be performed in accordance with RSR or B.4.

E.2.2 CERTIFICATION

(a) Roder must comply with the class rules applicable when it was measured.

(b) NA may designate one or more persons at a manufacturer to measure and certify roots at the manufacturer. A special license shall be issued by NA for that purpose.

(c) The meter or manufacturer's representative under E.2.2 (b) shall certify a new rudder and shall sign the certification mark or note the dimensions of an MF, as well as the date with date of certification.

E.2.3 MANUFACTURER

(a) Manufacturer is free

E.2.4 MATERIALS

(a) Rudder shall be of GRP sandwich or glass fiber reinforced epoxy sandwich.

(b) The filler material is free.

(c) The rig shall be of homogeneous or glued wood.

E.2.5 UPDATED

(a) The rodret may be manufactured in shape or otherwise

(b) The rodret shall contain no larger voids except that specified in (c).

(c) Roder made before 1973 and with gaps may contain voids.

E.2.6 DIMENSIONS

(a) Dimensions of the rattles shall be in accordance with Drawing 1231-3

(b) The driver's dimensions are free

E.2.7 DECLARATION

(a) Mandatory

(i) rudder plates

(ii) rudder brackets. The brackets may be bolted or screwed.

Nordic IFRA Class Rules 2012 for IF-boat 17 (25)

(b) Optional

Other seizures on rudder as well as rudders above the waterline

E.2.8 WEIGHT

minimum

(a) The weight of the rhino excluding rifle and including mandatory

fittings according to E.2.7 (a) 22 kg

TITLE F - RIGG

This section contains rules for rigging, and there is certification or inspection

does not require access to other parts of the boat.

F.1 Initial parts

F.1.1 COMPULSORY

(a) Mast

(b) 1 pair of diffuser, movable or fixed

(c) Bomb

(d) Standing rig

(e) Running rigs

F.1.2 VOLUNTARY

(a) Spinnaker boom

F.2 General

F.2.1 MEASUREMENT

(a) Measurement shall be performed in accordance with RSR or B.4.

F.2.2 DEFINITION

(a) The 0 point of the mast is the same as the lower point

F.3 Mast

F.3.1 CERTIFICATION

(a) Mast and fittings must comply with the class rules applicable to the mast were metered.

(b) NA may designate one or more persons at a manufacturer to measure and certify a mast with that manufacturer. A specific license shall be issued for that purpose.

(c) The Meter or manufacturer's representative in accordance with F.3.1 (b) shall certify a mast and shall sign the certification mark or note the dimensions of an MF as well as date with date of certification.

F.3.2 IDENTIFICATION

(a) A mast shall be assigned a unique serial number at the manufacturer's certification.

(b) Each manufacturer may have his own number series.

F.3.3 MANUFACTURER

(a) Manufacturers are optional

F.3.4 MATERIALS

(a) The round hole shall be of aluminum alloy. It may be anodized or painted.

Nordic IFRA Class Rules 2012 for IF-boat 18 (25)

(b) Spreaders shall be made of aluminum alloy or stainless steel. It may be anoxized or painted.

F.3.5 UPDATED

(a) The round hole must have a solid lime that is to be integrated into the round hole. The points on The stern edge of the lily shall constitute the stern points of the round hole, except that which is indicated in c).

(b) The dirt must be cut off in the area around the boom's attachment in the mast.

(c) Mast made before 1968 may have an underlying liner.

(d) The cross section of the section for the centerline of the mast shall be oval or circular

(e) Section cross section shall be the same along the length of the mast.

F.3.6 DECLARATION

(a) Mandatory:

- (ii) Masthead mounts. The bracket can be welded, screwed or riveted.
- (iii) Mastfoot
- (iv) Watchtower
- (v) Spread Fasteners
- (vi) Bomb attachment
- (vii) Permanent stop that prevents the top of the boom from getting below the bottom point

(b) Optional:

(i) Spider boom bracket. If the bracket is mounted on a rail, there should be a permanent stop that prevents the boom from coming higher than spinnaker beam height according to F.3.7. (g) (i).

(ii) Other seizures

F.3.7 DIMENSIONS

minimum maximum

(a) Mast curve 25 mm

(b) Master section:

(i) longship 120 mm 127 mm

(ii) cross-ship 75 mm 92 mm

(c) Measurement Width 20 mm

(d) Mast Meter Height:

(i) lower point 0 mm

(ii) the upper point 8750 mm

(iii) height of elevation 7160 mm

(e) Vanthöjd, topvant 7125 mm 7225 mm

(f) Vanthöjd, undervant 3038 mm 3138 mm

(g) Spinnaker boom bracket:

(in height 840 mm

- (ii) projection including rail 55 mm
- (h) Spider case;
 - (in height 7630 mm
 - (ii) projection 50 mm
- (i) Spreaders;
 - (i) length 755 mm 765 mm
 - (ii) height 3125 mm 3175 mm
- (j) The distance from the contemplated line between the splitter's retaining brackets to the back of the mast with:
 - (i) the diffuser in its front position80 mm
 - (ii) the diffuser in its rear position 260 mm

Nordic IFRA Class Rules 2012 for IF-boat 19 (25)

F.3.8 WEIGHT AND POINT

minimum maximum

- (a) Round hole section weight 2.2 kg / m ... 2.65 kg / m
- (b) Mast weight excluding rigging and spreader 23,0 kg
- (c) The center of gravity of the mast above the 0-point, excluding rigging and spreader 3500 mm

F.4 Bomb

F.4.1 CERTIFICATION

- (a) Bombs and fittings shall comply with the class rules applicable to the bomb were metered.
- (b) NA may designate one or more persons at a manufacturer to measure and certify a bomb at the manufacturer. A specific license shall be issued for that purpose.
- (c) The meter or manufacturer's representative according to F.4.1 (b) shall certify a new boom and shall sign the certification mark or note the dimensions of an MF, as well as the date with date of certification.

F.4.2 IDENTIFICATION

- a) A boom shall be assigned a unique serial number at the manufacturer's certification.
- b) Each manufacturer may have his own number series.

F.4.3 MANUFACTURER

- (a) Manufacturers are optional

F.4.4 MATERIALS

- (a) The round hole shall be of aluminum alloy. It may be anodized or painted.
- (b) Fittings shall be made of aluminum alloy or stainless steel

F.4.5 UPDATED

- (a) The round hole must have a solid lime should be integrated into the round hole.

F.4.6 DECLARATION

- (a) Mandatory:

- (i) Attachment to mast
- (ii) Fixing device for large bulkheads
- (iii) Fixing device for kicktalja

- (b) Optional:

- (i) Other seizures

F.4.7 DIMENSIONS

minimum maximum

(a) Bomb curve 15 mm

- (b) Brake section:

(i) vertically 75 mm 95 mm

(ii) cross-ship 55 mm 70 mm

(c) Measurement Width 20 mm

Nordic IFRA Class Rules 2012 for IF-boat 20 (25)

F.4.8 WEIGHT

minimum maximum

(a) Round hole section weight 1.3 kg / m

(b) Bomweight. 5.0 kg

F.5 Standing rig

F.5.1 CERTIFICATION

(a) Standing rig must comply with current class rules.

(b) No certification required.

F.5.2 MANUFACTURER

(a) Manufacturers are optional.

F.5.3 MATERIALS

(a) Standing rig shall be of stainless steel.

F.5.4 UPDATED

(a) Mandatory:

(i) An earpiece of multilayer wire, minimum 5 mm diameter

(ii) One pair of multilayer wire, minimum 5 mm diameter

(iii) One pair of multilayer wire, minimum 4 mm diameter

(iv) A stern of multilayer wire, minimum 3 mm diameter

(b) Optional:

(i) Male foot of any material.

(ii) Stretch stretcher of any material and with any mechanical gear

(iii) Screwdrivers and rigging links

F.5.5 DECLARATION

(a) Free

F.6 Running rigs

F.6.1 CERTIFICATION

(a) Running rigs must comply with current class rules.

(b) No certification required.

F.6.2 MANUFACTURER

(a) Manufacturers are optional

F.6.3 MATERIALS

(a) Material is optional.

F.6.4 BUILDING

(a) All gearshifts shall be of any mechanical design

F.6.5 DECLARATION

(a) Fittings are optional.

Nordic IFRA Class Rules 2012 for IF-boat 21 (25)

F.7 Spinnaker boom

F.7.1 CERTIFICATION

(a) Round hole and fittings must comply with applicable class rules

(b) No certification required

F.7.2 MANUFACTURER

(a) Manufacturers are optional.

F.7.3 MATERIALS

(a) The round hole must be of aluminum or wood. It may be anodized or painted.

(b) Fittings must be of any material.

F.7.4 UPDATED

(a) Free

F.7.5 DECLARATION

(a) Free.

F.7.6 DIMENSIONS

maximum

(a) Spinnaker boom length 2530 mm

Nordic IFRA Class Rules 2012 for IF-boat 22 (25)

TITLE G - SEGEL

In this section there are rules for sail, and there certification checks or

Inspection does not require access to other parts of the boat.

G.1 Initial parts

(a) Great rule

(b) Sail Genuafock

(c) Sail crossfock

(d) Spinnaker

G.2 Measurement

G.2.1 Measurement shall be performed in accordance with the RSR.

G.2.2 The term "fabric weight" is defined in these class rules as the weight of the sailcloth including additive

of filler and all other finishing of the sail cloth.

G.3 Certification

G.3.1 Sail shall comply with the class rules applicable to the sailing certification.

G.3.2 NA may designate one or more persons at a manufacturer to measure and certify sails with it manufacturer. A specific certification license shall be issued for that purpose.

G.3.3 A meter or sailor with a certification license shall certify the size sail and sail

at the hornhorn and spinnaker at the fallhorn and must sign the certification mark as well

date it with date of certification.

G.3.4 In cases where the manufacturer has not certified the sail, the sailor shall indelibly state the weight of the sail's main part in g / m² and sign the task at the corner horn on a magnitude gauge

or sail and at the fall horn on a spinnaker.

G.4 Sailmaker

G.4.1 Sailmaker is optional.

G.5 Great rule

G.5.1 IDENTIFICATION

(a) The class mark shall conform to the dimensions and regulations in the drawing in 1996.

(b) Nationality letters and sail numbers shall conform to CSR

G.5.2 BUILDING

- (a) The structure shall be: soft sail, single-deck rule
 - (b) The main body of the sail shall consist only of woven fabric of the same fabric weight. The fibers in the fabric should be made of polyester.
 - (c) The sail shall have 4 lattice pockets in the stern. The lattice pockets should divide the sternum in about 5 equal parts.
 - (d) The aft sail must not be outside a straight line from the actual fall angle point to the intersection of the stern and upper edge of the upper trunk and a straight line between the point of intersection and the intersection of the stern and lower edge of the bottom pocket pocket.
 - (e) The sublicense must have a latch, which may be in the lump of the boom during sailing.
- Nordic IFRA Class Rules 2012 for IF-boat 23 (25)
- (f) The following are allowed: sewing, glue, tape, lacquers, horn rings, fallhorn cutters with fastening device, Cunningham gauge / needle, latic strengthening, elastic band for lattice pockets, end fittings for lattice pockets, mast and boom trawlers, laces with adjuster, window, contrast band, sail maker mark, certification mark, certificate of royalties, warranty call, sail button, telltails, class mark, nationality, sail number.

G.5.3 DIMENSIONS

minimum maximum

- (a) Sail length 9330 mm
- (b) Quarter width free
- (c) Half width 2020 mm
- (d) Three-stroke width 1120 mm
- (e) Fallhorn Width 140 mm
- (f) The width of the Fallhorns suit 120 mm
- (g) Dust weight in the main body of the sail above 250 mm from the sublime 250 gr / m²

- (h) Thickness within 250 mm from the sublime free
- (i) Primary Enhancement 600 mm
- (j) Secondary Enhancement free
- (k) Fold Width free
- (l) Seam width free
- (m) Number of windows 2 pcs
- (n) Window area per window 0.65 m²
- (o) The distance from the window to the sail ... 150 mm
- (p) Fallhornsmen's greatest distance from the fall angle point 120 mm
- (q) Latch length;
 - (i) top lap pocket:
 - a. internal free
 - (ii) intermediate lattice pockets:
 - a. internal 1050 mm
 - (iii) Bottom pocket:
 - a. internal 800 mm
- (s) Lattficke Width;
 - (i) internal 70 mm

G.6 Sail genuafock

G.6.1 BUILDING

- (a) The structure shall be: soft sail, single-deck rule
- (b) The main body of the sail shall consist only of woven fabric of the same fabric weight. The fibers in the fabric should be made of polyester
- (c) The following are allowed: sewing, glue, tape, lacquer, likwire, horn rings, Cunninghamgla /talja, hooks or straps with pushbutton, laces with adjuster, windows, sailor tag, contrast band, royaltysfrice, warranty call, sail button, telltails, certification mark.

G.6.2 DIMENSIONS

minimum maximum

- (a) Parent Length 7600 mm 7800 mm
- (b) Sequence Length free
- (c) Undercurrent Length 3800 mm 3900 mm
- (d) The submarine free
- (e) Fallhorn Width 50 mm
- (f) Thickness in the main body of the sail 190 gr / m²
- (g) Primary Enhancement 600 mm
- (h) Secondary Enhancement free
- (i) Fold width free
- (j) Seam width free
- (k) Number of windows 2 pcs
- (l) Window area per window 0.65 m²

Nordic IFRA Class Rules 2012 for IF-boat 24 (25)

- (m) Distance from window to sail ... 150 mm

G.7 Sail crossfock

G.7.1 UPDATED

- (a) The structure shall be: soft sail, single-deck rule
- (b) The main body of the sail shall consist only of woven fabric of the same fabric weight. The fibers in
the fabric should be made of polyester
- (c) The sail may have 3 lattice pockets. The luggage pockets should divide the sail into 4 equal parts.
- (d) The following are allowed: sewing, glue, tape, lacquer, likwire, horn rings, Cunninghamgla /talja, hooks or straps with pushbutton, elastic band for lace pockets, lace-up reinforcement, end fittings for lattice pockets, laces with adjuster, window, sail maker mark, contrast band, royalties, warranty call, sail button, telltails, certification mark.

G.7.2 DIMENSIONS

minimum maximum

- (a) Parent Length 8000 mm
- (b) Sequence Length 7650 mm
- (c) Undercurrent Length 2950 mm
- (d) The submarine free
- (e) Half width 1600 mm
- (f) Thread width 900 mm
- (g) Upper width at the upper lap pocket 900 mm
- (h) Fallhorn Width 50 mm
- (i) Dipweight in the main body of the sail 240 gr / m²
- (j) Primary Enhancement free
- (k) Secondary Enhancement free
- (l) Fold width free
- (m) Seam width free
- (n) Number of windows 2 pcs
- (o) Window area per window 0.65 m²
- (p) Distance from window to sail ... 150 mm
- (q) Latch length:
 - (i) internal 620 mm
- (s) Lattficke Width:
 - (ii) internal 70 mm

G.8 Spinnaker

G.8.1 IDENTIFICATION

- (a) The nationality letters and sail number shall conform to the CSR

G.8.2 BUILDING

- (a) The structure shall be: soft sail, single-deck rule
- (b) The main body of the sail shall consist only of woven fabric of the same fabric weight. The fibers in

The fabric must be made of polyester or polyamide.

(c) The following are permitted: sewing, glue, tape, horn rings, neckline rings, sailor tag, warranty call, contrast band, royalties, sail button, telltails, certification mark nationality designation, sail number.

G.8.3 DIMENSIONS

minimum maximum

(a) Sequential and concave ("standing equal") length 8270 mm

(b) Undercurrent Length 4550 mm

(c) The submarine free

(d) Difference between diagonals free

Nordic IFRA Class Rules 2012 for IF-boat 25 (25)

(e) Quarter width free

(f) Half width 4550 mm

(g) Three-quarter width free

(h) Weights in the main part of the sail 35 gr / m²

(i) Primary Enhancement free

(j) Secondary Enhancement free

(k) Fold Width free

(l) Seam width free

Part III - Appendix

TITLE H - DRAWINGS

H.1 Attached drawings

Drawing No Name Dated

(a) 1223A Release Statement 1966-06-15

(b) 1223B Release Table 1966-06-20

(c) 1223C Tailpane and Line Tie 1966-06-20

(d) 1229B Tire Drawing 1966-08-19

(e) 1231-3 Roder 2006-02-27

(f) 1324-2 Fortriangle Base and Mast Placement 2006-02-27

(g) 1328-6 Sail Test 2010-04-04

(h) 1423-2 Rigging 2006-02-27

(i) 1996 Class 1996-10-10

(j) 1460 Fiberglass reinforcement and tire reinforcement 1979-11-11

(k) 1965-2 Knä vid röstjärn 1996-10-10