

FOLKBOAT ASSOCIATION CLASS REGULATIONS

FOREWORD

Draft Class Regulations were first issued in June 1962 and adopted in November 1962 by General Meeting. Amendments approved by General Meetings and issued in 1963, 1964, 1966, 1972, 1973, 1976, 1979, 1982, 1986, 1988, 1992, 1996, 2000, 2002, 2007 & 2009.

All these have been consolidated in this Edition.

Amendments approved by General Meeting and issued in 2013 have been incorporated in this Edition.

Amendments approved by General Meeting and issued in 2015 have been incorporated in this Edition.

Amendments issued in 2016.

Amendments approved by General Meeting and issued in 2017 in [BLUE](#) .

SOME ABBREVIATIONS

ERS	Equipment Rules of Sailing
FBA	Folkboat Association
GPS	Global Positioning System
GRP	Glass Reinforced Plastic
WS	World Sailing
NFIA	Nordic Folkboat International Association
NFICR	Nordic Folkboat International Class Rules
RYA	Royal Yachting Association

LANGUAGE

The word "shall" means the regulation is mandatory the word "may" and "can" mean the regulation is permitted.

[WS](#) RULES

These Folkboat Class Regulations shall be read with the ERS and measurements shall be taken in accordance with the ERS unless otherwise stated.

THE FOLKBOAT

The Folkboat Association wishes to ensure that every boat which it registers as a Folkboat with a Class number conforms to the design of the original Nordic Folkboat or has only the permissible modifications. A Folkboat modified with all or part of those permitted shall be referred to as a **British Folkboat**.

The Nordic Folkboat.

The Nordic Folkboat is specified in the NFICR It is recommended that members acquire and retain copies of the NFICR, these Class Regulations refer to them throughout The original timber Nordic Folkboat is illustrated in Appendix D

The British Folkboat.

The modifications permitted by these Class Regulations are:-

- Carvel planking (i.e. "planking on frames"): Alternative methods of timber construction are permitted subject to the Association's approval of design and specifications;
- An inboard engine may be fitted;
- A doghouse may be built on, and the coachroof may be extended in height and length;
- A modified sail plan may be used.
- A GRP carvel Folkboat known as a 'Varne' (Alan Hill) Folkboat. See Appendix A

Discretion may be exercised by the National Committee in respect of small variations from these Regulations, occurring in boats built before November 1962, when these Regulations were first adopted.

PART I

GENERAL

1. TABLE OF GENERAL DATA

1.1 Hull (Nordic and British Folkboat)

Maximum length overall (not including rudder)	7.680m
Maximum length at deckline	7.640m (corner of transom)
Maximum length at indicated waterline	6.000m
Maximum beam over planking	2.200m
Freeboard, deck to indicated waterline at its minimum point	0.568m
Draught as measured from indicated waterline	1.200m
Weight of iron keel Minimum/Maximum	1000 kg /1050 kg

1.2 Spars (Nordic and British Folkboat)

Height of Mast (measured from Keel) Max 11.150m

1.3 Sails

a) Nordic Pattern	min. cloth wt.
Mainsail	250 gm / m ²
Headsail	250 gm / m ²
Spinnaker	35 gm / m ²

b) British Pattern	min. cloth wt.
Mainsail	220 gm / m ²
Genoa	170 gm / m ²
Spinnaker	35 gm / m ²
Jib/Headsail	220 gm / m ²
Storm Jib	220 gm / m ²

British Folkboats may use sails of either Nordic or British pattern but only as sets. (See Part II 1.2)

DRAWINGS AND DIAGRAMS

1.4 All boats shall be built to the standard sets of drawings from the NFIA as shown below or the Folkboat Association (Alan Hill) drawings for the 'Varne' Folkboat. (see appendix A).

For boats built in timber:-

1. Lines of hull
2. Frame sections
3. Transom
4. Keel plan and transom
5. Construction plan, wood
6. Deck beam with mast and deck

For boats built in GRP:-

Hull drawings

1. Deck members
2. Connection hull/deck
3. Chain plates
4. Keel reinforcement diagram

For all boats:-

1. Sail and rigging plan
2. Sail measurement diagram - main
3. Sail measurement diagram - headsail
4. Sail measurement diagram - spinnaker
5. Spar and Rig diagram

Where a particular dimension is not specified or limited in these regulations (i.e. by weight, or linear measurement, or indicated in an official drawing) the builder or sail maker should refer to the FBA for any necessary decision.

1.5 No modifications from the above drawings are permitted, for timber or GRP boats, unless a modification or alternative is specifically mentioned in these Regulations

1.6 No boat shall be accepted for registration without an Official Folkboat Measurement Form showing conformity to the relevant Class Rules issued by an approved measurer.

Notes:

- i) The drawings can be obtained from the Secretary.
- ii) Appendix B - Spars and Rigging. This sketch indicates for information only dimensions laid down in the NFIA drawings or in these Class Regulations.
- iii) Appendix C – Sail Plan. This diagram illustrates for information only measurements quoted in these Regulations.
- iv) Appendix D – This diagram of the original Nordic Folkboat is for general information only.

CONSTRUCTION

2. THE HULL

General

2.1 The hull may be constructed of timber in the traditional manner (clinker or carvel planking on frames), or of GRP, except Nordic Folkboats which shall only be built in clinker or clinker style.

Timber used for traditional construction shall be as specified in the current edition of the NFICR.

2.2 It is not permitted to break the sheerline or to raise it.

2.3 A forward hatch is permitted.

Timber Hulls

2.4 Scantlings for traditional construction:-

a) Clinker planking - boats must conform to the specifications shown in the NFICR.

b) Carvel planking - boats must conform to the specifications shown in the NFICR, with the following dispensations:-

i) hull planking - 19mm prepared

ii) frame spacing – 190mm centres maximum

iii) bilge stringers, 41mm x 32mm (top) and 19mm (bottom), shall be fitted approximately 600mm below deck shelf, measured amidships.

2.5 It is permitted to increase the length of the timber coach roof by extending it (a) forward of the mast, and (b) further aft by one frame as shown on the NFICR drawings, but not to increase its width.

2.6 It is permitted to fit a doghouse on timber coachroofs.

2.7 It is permitted to fit GRP decks and coach roof, of approved design as described in Appendix A, to timber hulls.

Nordic GRP Hulls

2.8 Builders may be licensed to construct GRP hulls, decks and coach roof to NFICR

3. SPARS

3.1 Nordic Folkboats shall follow NFICR.

For British Folkboats the construction and material of the mast and boom shall be in timber or alloy and be of similar specification to the mast and boom shown in the NFICR drawings

3.2 Height of mast above deck level shall be max 10.050m.

3.3 Dimensions relating to attachment of rigging to spars must be in accordance with NFICR.

3.4 The mast may be stepped on deck or coachroof top, provided a properly designed support is built in.

3.5 The position of the mast must not differ from that shown in NFICR drawings.

3.6 The mast may be raked as much as desired, but it must not swivel.

3.7 No part of the spinnaker pole, including fittings, shall be capable of extending more than 2.05m from the forward centre of the mast.

3.8 Height, above deck, of spinnaker pole fitting on mast - maximum 1.620m.

3.9 Reefing devices on spars are permitted.

3.10 In the case of Nordic Folkboats no other device than a topping lift and rigid boom vang are permitted to apply vertical lift to the main boom. The mounting points of a main boom topping lift shall be above M.B. No.III and abaft the boom M.B.(boom point).

4. RIGGING

4.1 The rigging strength must not be less than that indicated, by dimensions or breaking strain, in the NFICR

4.2 The rigging plan must conform to the NFICR drawings so far as is consistent with the design of the mast actually fitted - in all cases must comply with the following measurements:-

I - Length of fore triangle hoist - maximum 6.500 m

J - Length of fore triangle base - maximum 2.000 m

4.3 Lower shrouds of similar strength to the main shroud are permitted for deck or coachroof stepped masts as indicated on the NFICR drawings.

4.4 The backstay may be adjusted for tension.

4.5 Downhauls for headsails and mainsail are permitted.

4.6 Devices for adjusting tension along luff or foot of sails are permitted.

4.7 The positioning of the halyards, downhauls and sheets is optional.

4.8 It is permitted to fit a spreader to take the main shroud further out from the mast.

5. SAILS (Maximum dimensions)

British Folkboats

5.1 The sails for British Folkboats are:- Mainsail, Genna, Spinnaker, Jib / Headsail, Storm Jib. Limiting dimensions are given in rules 5.2 - 5.12. Recommended sailcloth weights are given in Regulation 1.3.

5.2 Sails should be measured in accordance with the [WS ERS](#).

5.3 Two unwoven transparent panels are allowed in each sail, the total area in each sail shall not exceed 0.28m². No part of such window shall be closer to the luff, leech or foot than 150mm. Apart from the conventional corner strengthening, no other strengthening is allowed and only batten pockets, sail numbers and markings, and telltales shall be attached to the sail.

5.4 All sails must be made of woven cloth, and the use of Kevlar, Mylar or composite materials are not allowed.

Mainsail

5.5	Luff length	8.750m
	Leech length	9.150m
	Foot length	3.400m
	Width at 1/2 height	2.060m
	Width at 3/4 height	1.140m
	Width of Headboard	0.130m

5.6 The mainsail shall have four battens, approximately equally spaced down the leech.

Length of top batten	0.645m
Length of bottom batten	0.645m
Length of intermediate battens	0.713m

5.7 Reef points may be incorporated in the mainsail with depth of reefs at owner's discretion.
(Note - for information only, the Nordic Folkboat may have reef points for two reefs, with approximate depth of 0.800m). Zip for flattening reef is not allowed.

Genoa

5.8	Luff length	6.250m
	Longest perpendicular length	6.010m
	Clew to luff	3.000m
	Leech length	5.650m
	Foot length	3.250m

The foot median should not exceed half the sum of actual luff and leech, plus 0.15m

Spinnaker

5.9	Luff / Leech length	6.460m
	Width	3.600m

Jib / Headsail

5.10	Maximum dimensions are:	
	Luff length	6.100m
	Leech length	5.500m
	Foot length	2.550m

The foot median must not exceed $1/2$ (luff and leech) + 0.100 m.
Maximum width of jib measurement 2.75m from head along luff and leech must not exceed 1.27m.

5.11 3 battens are permitted in the jib / headsail, equally spaced down the leech with a tolerance of ± 100 mm

Top batten	240mm
Middle batten	340mm
Bottom batten	390mm

Storm Jib

5.12 A Storm Jib has been found useful, and it is included in the list of sails. Dimensions are left to owner's discretion; an approximate area of 1.860m² is suggested.

Nordic Folkboats (For information only) (Approximate dimensions – see official NFICR)

Mainsail

5.20(a)

The mainsail shall comply with the measurements on the measurement diagram. The luff of the sail shall have a continuous bolt rope which shall be within the full length of the mast groove or the luff of the sail may be attached to the mast with slides. The foot of the sail shall have a continuous rope which shall be within the full length of the boom's groove while sailing.

5.20(b)	Luff length	8.750m
	Leech length	9.150m
	Width at 1/2 height	2.225m
	Width at 3/4 height	1.310m
	Headboard dimension	130mm

5.20 (c) The mainsail shall have 4 battens approximately equally spaced down the leech.

The outside lengths of the batten pockets shall not exceed:

Top	800mm
Lower three	1050mm

Headsail

5.21	Luff length	6.050m
	Leech length	5.450m
	Foot length	2.550m

Spinnaker

5.22	Luff / Leech length	6.460m
	Width	3.600m

6. SAIL MARKINGS

6.1 The Class letters and number shall be displayed near the peak of the mainsail thus:-

FB
000

in characters at least 300mm high, in a colour to contrast well with the sail. The Class number, in similar figures, must be displayed in the centre of the spinnaker.

If it is intended to race under certain organisations which require special sail markings, see alternative markings specified in Part II Racing Regulations 1.0

6.2 Nordic Folkboats shall display the letter F on the top line, followed by the UK symbol GBR, followed by the boat's Class number on the bottom line thus:

F
GBR
1234

Full sail and rigging specifications are in the NFICR.

7. ENGINE

7.1 An engine may be fitted

7.2 If the stempost of a timber boat is pierced for a propeller shaft, it must be reinforced to its original strength.

PART II

CLASS RACING REGULATIONS

1.0 Folkboats racing under the rules / and or handicaps of other associations should similarly carry the distinguishing letters and numbers of such Associations, if approved by the RYA and if this is expressly ordered in the rules of such Association. The Class letters FB or F should be carried above or below the other Association's markings to preserve Class Identity, wherever this would not entail disqualification by such Association

1.1 Only sails recognised in Regulation 5 may be used in Folkboat Class Racing. Not more than one spinnaker may be used during any one race in Folkboat Class Racing.

1.2 British Folkboats shall use sails of Nordic pattern or British pattern, but only as sets. It is not permitted to mix Nordic and British, e.g. Nordic main with Genoa.

1.3 Nordic Folkboats shall use sails of the Nordic pattern made to the design specified in NFICR and shall be measured by an approved measurer who shall fix an NFIA Sail Button and sign and date each mainsail or headsail near the tack.

1.4 Nordic Folkboats shall use spinnakers to the dimensions specified by the FBA as defined in Part I 5.22. The spinnaker shall be measured by an approved measurer who shall fix an NFIA Sail Button near the head.

1.5 ~~All GRP Folkboats shall be finished below the waterline with at least one coat of antifouling.~~
Rule no longer in force (April 2019)

1.6 Measurement Bands, each not less than 13mm wide and clearly discernable while racing, shall be marked on the mast and boom:

1.61 MB I - to denote height of mainsail tack above deck with its upper edge at 1000mm \pm 10mm. This measurement shall be taken along the aft side of the mast in its most upright position.

1.62 MBII - forestay height point with its lower edge maximum 5.500m above MB I.

1.63 MBIII - to denote maximum height of mainsail head - with its lower edge at maximum 8.750m above MB I.

1.64 Boom Point - to denote maximum stretch of mainsail foot - with its forward edge maximum 3.380m from aft edge of mast, projected if necessary, and disregarding any local projections or cut-outs.

1.65 Sails must not be stretched beyond the relevant Measurement Bands when racing.

- 1.7 A stand alone GPS unit may be used provided it is not connected to other navigational instrumentation which constitutes integrated instrumentation as defined in NFICR
- 1.8 British Folkboats may use a Roller Furling headsail providing it is used fully furled or fully unfurled.
[A headsail furling device may be fitted to Nordic Folkboats instead of a fixed forestay deck fitting. Furling of the jib is prohibited while racing.](#)
- 1.9 Loose ballast is not permitted. Additional fixed ballast is permitted when required in the Sailing Instructions, as a substitute for an inboard engine. This to be securely located not less than 2 metres abaft the after edge of the foot of the mast.
- 2.0 The following equipment shall be on board:
- A suitable anchor of not less than 12kg. or alternatively:
 A suitable anchor of not less than 6kg together with chain attached to it making a total of not less than 12kg.
[A suitable aluminium anchor of not less than 4.5kg together with chain attached to it making a total weight of not less than 12kg.](#)
 - Not less than 25m of anchor rope. Material shall be synthetic of a diameter not less than 12mm or woven band of a width not less than 25mm of same breaking load. If chain is attached to the anchor rope, its length may be included.
 - Two mooring lines with a total length of not less than 20 m and a diameter of not less than 12mm.
 - One manual bilge pump, permanently installed. Electrical bilge pump with battery may be installed but shall not be included in the boat weight.
 - A Personal Flotation Device (PFD) with minimum buoyancy of 50 Newton shall be carried for each person on board. Each PFD shall be either of compressed gas automatically inflatable, or of the permanently buoyant type, or a combination of both. (Recommendation: the PFD should be of brightly clearly visible colour, when immersed in water.)
 - One oar or paddle not less than 1.4m long.
 - One rigid bucket min. capacity: 9L.
 - Two lifting eyes shall be attached to the keel, keel bolts or the sides or undersides of the floor timbers. The weight of each lifting eye shall not exceed 3kg.
- 2.1 In addition the following safety equipment to the standard recommended by the RYA and appropriate for local conditions shall be carried:
- Lifebuoy with drogue and buoyant line.
 - In-date easily accessible suitable fire extinguisher.
 - In-date distress flares comprising 2 red and 2 orange smoke.
 - Readily accessible knife.
- 3.0 All Folkboats shall be registered with the FBA
- 3.1 Eligibility: In any race organised by the Association where entry is limited to Folkboats, all helmsmen / helmswomen must be Full or Associate Members of the Class Association, and shall have paid their subscriptions for that year. All competing yachts shall have been registered with the Association.
- 3.2 For Folkboat Week, National and Area Championships, The Round the Island Race and any other major event as designated by the National Committee, the principal helmsman / helmswoman shall only be either the Owner / Joint Owner or someone who has helmed, on that boat, in at least three previous races in that season. This rule may be waived.
- 4 All Nordic Folkboats shall when racing carry a valid Measurement Certificate (see Appendix E) issued by the FBA, valid for two years or until change of ownership whichever is the sooner.
- 5 HANDICAPPING
- 5.1 In any race for Folkboats organised by the FBA or by any other Club by Agreement with the FBA it is recommended that the fleet be split into Open and Cruiser Divisions. When such a split is made any eligible Folkboat that complies with the Class Rules may enter the Open Division. Yachts in this Division are level rated.
- 5.2 Any eligible Folkboat that complies with the Class Rules and is fitted with an inboard engine and a fixed propeller may enter the Cruiser Division. Yachts fitted out as a cruising boat but without an inboard engine or fixed propeller may at the discretion of the Organising Authority for that Regatta enter the Cruiser Division.
- 5.3 In the Cruiser Division a TCF or PY type system may apply.
- 5.4 The current PY may be obtainable from the RYA Technical Department
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Appendix A

BRITISH GRP HULLS (VARNE FOLKBOATS)

The specifications for the 'Varne' Folkboat, where these differ from the FBA Class Regulations, are as follows:

1. Drawings and Diagrams

The drawings for Varne GRP Folkboats are lodged with the designer, Alan F.Hill, 15 High Street, Burnham on Crouch, Essex.

2. The Hull.

2.1 Hulls shall be constructed to the specifications and design shown on the approved FBA (Alan Hill) drawings, and shall be taken only from approved moulds. They shall include iron keels, as specified and shown on the approved FBA (Alan Hill) drawings, which shall be supplied encapsulated in the hull by the approved builder.

2.2 GRP decks and coachroofs shall be constructed to the specifications and design shown on the approved FBA (Alan Hill) drawings.

2.3 Timber decks and coachroofs may be fitted to GRP hulls, and must be constructed to specifications and design shown on approved drawings so as to resemble the GRP deck and coach roof as closely as is practicable.

3. Spars

Spars shall be of alloy as shown in the FBA (Alan Hill) drawings.

4. Rigging

The rigging strength shall not be less than that indicated in the FBA (Alan Hill) drawings.
The rigging plan shall be as shown in the FBA (Alan Hill) drawings

5. Engine

An engine may be fitted and shall be mounted in the location shown on the FBA (Alan Hill) drawings.

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Appendix B - Spars and Rigging

Appendix C - Sail Plan

Appendix D - Nordic Folkboat

Appendix E - Measurement Certificate

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Appendix E

MEASUREMENT CERTIFICATE

Owners of Nordic Folkboats may be issued with a Measurement Certificate by sending a completed application form to the FBA.

1 The measurement certificate shall include the following information:

- Hull and sail number
- Boat name
- Boat's builder and date built
- Owner's name and address
- Weight of any correctors and date fitted
- Any permitted dispensations or special conditions
- FBA representative's signature
- Date of issue

2 The measurement certificate shall be valid for a period of two years expiring 30th April in any year or until:

- The Folkboat is unavailable for inspection for the period of a year
- The Folkboat has been subject to a protest and found not to comply with the Folkboat Class Regulations
- The Folkboat has been altered, repaired or refitted so that its weight or measurement may have changed
- The recorded corrector weights have been altered
- The ownership of the Folkboat changes

3 If requested by the FBA, an owner is to return the measurement certificate to the FBA who may withdraw a measurement certificate provided that the FBA shall advise the owner of the grounds for withdrawal within 7 days of such withdrawal