

FARR[®] 40 ONE DESIGN CLASS RULES

ISAF APPROVED
Date January 1, 2006

Farr Yacht Design
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1.0 OBJECTIVES - The Farr 40 is a high performance One Design racing yacht created for amateur helmsmen racing at top-level international regattas under these Class rules, the IMS rule and other existing handicap systems. The Class Rules are intended to ensure that Farr 40 yachts are as identical as possible in respect of:

- appearance
- performance
- hull and deck shape, weight and weight distribution
- interior fit out weight and weight distribution
- shape and weight of keel, keel bulb and rudder
- section, weight and center of gravity of spars
- size and weight of standing rigging
- shape, area and weight of sail plan

1.1 CLASSIFICATION - While racing in One Design Class events, the crew including skipper, and owner(s), if aboard, shall be composed of Group 1, (Amateur), competitors except that not more than 4 crew members may be other than Group 1. Competitor Grouping shall be determined by application of the current ISAF Sailor's Classification Code (See Appendix 4 of this Class Rule). Competitors without a current classification, or whose employment circumstances have changed, may apply for a new certificate electronically from the ISAF website www.sailing.org.

1.2 STEERING - While racing in One Design Class events, only Group 1 Farr 40 One Design owners and their immediate family members may steer. There is no owner exception; an owner or family member who is not a Group 1 may not steer in such events, except as provided for in Class Rule 2.7 and Appendix 8. The above shall not apply to designated One Design Class distance races, except that an approved owner helmsman shall start the boat and steer for the first hour, and steer for approximately the last hour of the race and finish the boat.

2.0 ADMINISTRATION

2.1 CLASS AUTHORITY - The authority for the Class shall be the Farr 40 Management Group, consisting of one member each from Farr Yacht Design, Inc., Stagg Yachts, Inc and USWatercraft LLC until the Class/Owners Association is formed. The Designer is Farr Yacht Design, Inc. The Primary Builder is USWatercraft LLC. The Administrative coordinator is Stagg Yachts, Inc. The Chief Measurer is appointed by the Management Group and shall have the authority to appoint Class measurers in various locations, worldwide, as necessary, as approved by Stagg Yachts.

2.2 LANGUAGE - The official language of the class shall be English. The word "shall" is mandatory. The word "may" is permissive. In the event of dispute over class rule interpretation, the English text shall prevail.

2.3 RULE MANAGEMENT - Initially, amendments to these Rules shall be issued by a majority vote of the Management Group, in consultation with the owners, with the agreement of the Chief Measurer. Subsequently, when a Class Association is formed, amendments shall only be issued by the Class Association subject to obtaining prior written approval of the Management Group.

It is noted that any amendment or interpretation to the Class Rules, which relates to the Farr 40 Manufacturing Specification or to the One-Design nature of the class is subject to obtaining prior written approval of the Management Group.

The builder has entered into a Licensing agreement with Farr Yacht Design, Inc for manufacture in accordance with their design, which requires (among other requirements) that the Builder adhere to design drawings and standards of construction. Written approval from Farr Yacht Design, Inc. is required for any departures from these drawings and standards.

The Builder has entered into a lease agreement with F40 Development Company Limited Partnership (F40 DCLP) for the use of the tooling. Written approval from F40 DCLP is required for any amendment to the Class Rules

2.4 INTERPRETATIONS - Rule interpretations shall be made by Stagg Yachts, Inc. in consultation with the Management Group. Measurement interpretations shall be made by the Chief Measurer in consultation with the Management Group. Interpretations shall be requested in writing and shall be distributed to The Management Group as necessary. Interpretations shall be ratified or amended by the Management Group and distributed by Stagg Yachts, Inc. and shall be included in the Rule.

2.5 REGATTA MANAGEMENT - The Notice of Race for all Class regattas and Championships shall be issued by the host yacht club at least two months before the start of the event.

2.6 CLASS ASSOCIATION - To compete in a Farr 40 One Design regatta all owners, charterers and substitute helmsmen shall be members of the Farr 40 Class Association. Dues shall be paid by each owner for each boat they own. In the case of boats with multiple owners, the owner that pays full dues shall be the voting member. In order to helm during a Farr 40 One Design event, non-voting owners shall pay a helmsman fee in the amount of US \$250.00 except in cases where boats have more than two owners, additional owner (i.e. 3rd or 4th owners) shall pay helmsmen fees of \$100.00. Notwithstanding the above substitute helmsmen steering during only one day of a regatta shall pay a helmsman fee of \$100.00. Owners direct descendants under the age of 30 shall pay a helmsman fee of \$250.00 and additional descendants (i.e. 3rd and 4th) shall pay \$100.00.

2.7 HELMSMAN SELECTION - All helmsmen shall be approved by the Farr 40 Class Eligibility Review Committee (F40 CERC). This Committee shall consist of six (6) owners and a maximum of two (2) non-owners appointed by a majority vote of Class Association members. Committee members shall serve a term of two years. Helmsmen shall meet all criteria outlined in Appendix 8, and shall submit their completed application form (from Appendix 8) to the F40 CERC for a ruling.

3.0 PROTECTION OF ONE DESIGN

3.1 IDENTIFICATION NUMBERS - A unique hull number shall be molded into the transom of each yacht. Mast and boom shall carry unique identification numbers in the positions defined in Rule 19.11.

3.2 BUILDER'S RECORDS - The Builder shall be responsible for keeping such records as are required by the Rules. The Builder shall supply a copy of these records to Stagg Yachts, Inc.

3.3 REPAIR/RE-MEASUREMENT - Following any repair to the hull or deck structure or spars, the yacht may be required to be re-measured in part or whole at the discretion of the Management Group (see 5.2, 7.5 and 37.3).

3.4 MODIFICATIONS - Any modification or changes to a boat or any part thereof, including additions or deletions of any item, that could alter the one design nature of a boat or could be considered to improve the performance of a boat shall be prohibited unless expressly permitted by the Class Rules. Where any

doubt exists, the Farr 40 certificate shall be withheld or withdrawn until a ruling on permissibility is obtained from the Management Group in consultation with the Chief Measurer.

3.5 (SPARE)

4.0 MEASUREMENT STANDARDS

4.1 MEASURERS - Yachts shall only be measured by measurers appointed by the Chief Measurer and approved by Stagg Yachts, Inc.

4.2 LENGTHS & WEIGHTS - Measurements of length shall be taken in millimeters. Weights shall be measured in kilograms.

4.3 SCALE CERTIFICATION - Scales used to determine weights shall be calibrated and certified by a recognized standards authority every 15 weighings or 6 months, whichever represents the shortest period, but not more often than once in ten days. Accuracy required +/- 0.2%.

4.4 MEASUREMENTS AT BUILDER - The completed hull and spars of each yacht shall be measured as required by these rules prior to delivery from the Builder's yard.

4.5 RULE HIERARCHY - When there is conflict with the ISAF rules, the Farr 40 rules shall dominate.

4.6 TOLERANCE - All tolerances referenced in this rule are for manufacturing purposes only, and shall not be used for optimization.

5.0 CERTIFICATES

5.1 ISSUING AUTHORITY - Farr 40 One Design Certificates shall be issued by the Chief Measurer. These shall be issued to yachts when Stagg Yachts, Inc. has received the Builder's Compliance Certificate (BCC), the Measurement Certificate for the Complete Boat (MCCB) and Mast Compliance Certificate (MCC) with all dimensions and duly signed by the Class Measurer. The cost of a Farr 40 One Design certificate shall be US \$150.00.

5.2 REPAIR - Any significant repair, or replacement to the hull, keel, rudder or spar shall invalidate the One Design Certificate until the yacht has been re-measured (see 3.3, 7.5 and 37.3).

5.3 CHANGE OF OWNERSHIP - Change of ownership of a yacht shall invalidate the One Design Certificate, which shall be revalidated by the new owner. Prior to issuance of a new certificate, the yacht may be inspected by a Class Measurer for compliance with class rules. Cost of revalidated certificate shall be US \$150.00.

5.4 ANNUAL REVALIDATION - Revalidation by the Chief Measurer shall be required on an annual basis. Certificates shall expire on the 31st of December. Cost of the annual certificate shall be US \$150.00.

5.5 RIGHT TO WITHDRAW - The Farr 40 Management Group/Class Association reserves the right to withdraw a yacht's One Design Certificate should it be determined that an owner has participated in a willful breach of the One Design Class Rules.

5.6 MEASURER DISCRETION - A Class Measurer or member of the management group has the right to inspect a yacht at any time. A Class Measurer shall also report on the Measurement Certificate anything that might be considered to be a departure from the strict one design criteria or the intended nature of the Class and may invalidate or refuse to issue a certificate in such cases.

5.7 OWNER'S OBLIGATION - It is the responsibility of an owner to ensure that the yacht complies at all times with the current class rules. A copy of the One Design Certificate and a copy of The Farr 40 Class Rules shall be kept on board the yacht while racing. The Farr 40 certificate shall be withdrawn immediately from any boat that is found not to comply with these rules.

5.8 STANDARD CLASS CERTIFICATES (IMS, CHS, PHRF) - National Authorities (or local authorities in the case of PHRF) may issue standard class certificates for valid Farr 40's. Should any Farr 40 be modified in an attempt to optimize under another rule, it is the Owner's responsibility to ensure that the yacht is precisely in the condition indicated by its measurement certificate prior to participation in a Farr 40 One Design class event.

6.0 (SPARE)

7.0 CONSTRUCTION

7.1 GENERAL - The hull, deck, interior bulkheads, framework and moldings, keel, rudder, rig and sail plan, deck hardware, engine installation, interior arrangement and other construction details shall conform to the Construction Specifications, Class Rules and ORC Special Regulations Category 4.

7.2 MOLDS - Molds for hull, deck, rudder and interior moldings shall be generated from the original tooling at USWatercraft LLC. Keel molds shall be generated from a plug constructed by Carroll Marine, Ltd. Parts shall only be built by the licensed Builder in tooling approved in writing by the Management Group.

7.3 ALTERATIONS - No alteration to the configuration of the hull, deck, interior, keel, rudder, rig, or to the actual measurements on the Measurement Certificates of a yacht is permitted.

7.4 VARIATIONS - Any variation from the Construction Specifications to a hull, deck, interior, keel, rudder or rig of a yacht for which there is no prescribed measurement shall be compared by a Class Measurer to a sample of 3 other boats. If the variation is within the range taken from the 3 yachts the Class Measurer may accept the variation. If the variation is outside this range the matter shall be reported to the Chief Measurer for action. Any boat that shows clear evidence that an attempt has been made to change its shape, or evidence is available to suggest this, shall have the matter referred to the Management Group for action. The Management Group may, at its discretion, withdraw a boat's certificate.

7.5 REPAIRS - Any repairs, other than repairs of minor scratches, involving the replacing of gelcoat or molded surface must have written approval of a USWatercraft LLC representative and a Class Measurer prior to repair work commencing. All repairs shall be designed and manufactured on the basis of replacing to the original geometry, strength and stiffness, and no lighter than the original weight (see 3.3, 5.2 and 37.3).

7.6 PROHIBITIONS AND EXCEPTIONS

It is not permitted to:

- Modify, drill out, core, rebuild, replace materials, grind, plane or relocate standard equipment or parts in any way to reduce weight, lower center of gravity, or to improve pitch moment of inertia or to directly or indirectly improve performance.
- Change the shape or outline of the hull, deck, interior moldings, engine, saildrive leg, zinc, propeller, keel and rudder.
- Remove any molded surface, except light sanding in preparation for painting.

The following exceptions are permitted:

- Additional or replacement deck hardware, provided it meets or exceeds requirements in 10.3 of these rules.
- Additional through hull fittings for added equipment (e.g. speedometer, depth sounder, endoscope and weed cutter), and installation of builder approved keel viewing windows.
- Normal painting of all surfaces in accordance with current RRS rule "Skin friction".

7.7 MATERIALS - Materials are limited to those described in the Construction Drawings.

8.0 ONE DESIGN MEASUREMENT

8.1 MEASUREMENT - The official One Design measurement of each boat shall be the responsibility of the Builder. The Builder must present the Measurement Certificate Complete Boat (MCCB), signed by the Chief Measurer, to Staggs Yachts, Inc. prior to delivery of each boat.

8.2 MEASUREMENT CHECKS - At the time of measurement, the measurer may review the Builder's records of weights and check measure or weigh any part in production for compliance with the One Design Rule.

9.0 HULL

9.1 GEOMETRY - Hulls shall be molded only in tooling that has been generated from the original tooling at USWatercraft LLC (See rule 7.2). All components noted in 7.1 including all bulkheads, all moldings (liners, galley, ice box, engine and storage module), engine and drive leg must be fitted to the hull by the Builder and shall not be altered.

9.2 WEIGHT - the Builder shall weigh the hull as it is lifted from the hull mold, the minimum weight shall be 528 kg and the maximum shall be 550 kg. The weight shall be recorded on the Measurement Certificate Complete Boat (MCCB).

9.3 CONSTRUCTION - The hull shall be molded in E-Glass/ Epoxy, Foam and Balsa Sandwich construction in accordance with the Construction Specifications.

9.4 BEAM MEASUREMENTS - The overall beam at station 7.0 shall be 3965m +/- 5mm.

10.0 DECK

10.1 GEOMETRY - The deck shall comply with Construction drawing # 3 and be built in a certified mold that is generated from the original tooling at USWatercraft LLC.

10.2 WEIGHT - The Builder shall weigh the deck as it is lifted from the mold with the headliner installed, faired and painted, (but after trimming around sheer, transom, hatches and windows) and record the weight on the Measurement Certificate Complete Boat (MCCB). The minimum weight shall be 338kg and the maximum weight shall be 352kg.

10.3 DECK GEAR LAYOUT - Deck gear layout shall comply with the following specifications in terms of size, strength and location. All builder supplied deck gear items shown on drawing # 21 are mandatory and shall not be moved, modified or removed unless otherwise permitted by these Rules or the Farr 40 Management Group. Where the location is not specified in these Rules the location is optional. Hydraulic release valves, fairleads, rope tail bags, handholds, footrests, footchocks, cleats, jammers and padeyes are the only additional deck gear items permitted. All equipment shall comply with ORC Special Regulations Category 4 and current IMS regulations.

a. JIB TRACKS:

- i. Usable length of clear track measured between the faces of stops or other car travel limiting fixture, or the end of the extrusion shall be 1070mm +/- 10mm.
- ii. Longitudinal location - distance from station 7 to the aft end of usable length on same side of yacht shall be 2475mm +/- 15mm.

b. JIB CARS- All headsail cars shall have a minimum breaking strength of 2080kg.

c. WINCHES:

- i. Cabin top winches- Shall be located on the back of the cabin top, as per drawing #21. With a 250mm long handle shall have a maximum velocity ratio of 44.8:1.
- ii. Primary winches- Center of winch axis shall be 140 +/- 25mm fwd of sta 7. With a 250mm long handle shall have a maximum velocity ratio of 48:1.
- iii. Mainsheet winches- center of winch axis shall be 685 +/- 25mm aft of sta 7. with a 250mm long handle shall have a maximum velocity ratio of 44.8:1.

d. MAINSHEET TRAVELER - Car shall have a minimum breaking strength of 3175 kg.

e. OUTHAUL - Shall be a 4:1 purchase in boom led to a 6:1 purchase below deck, exiting through a control line pod as in drawing #21.

f. MAIN HALYARD - Shall be 2:1 and led below deck to a jammer through a turning block at the base of the mast then to a horn cleat mounted on the starboard side of the mast.

- g. TOPPING LIFT, JIB HALYARD AND SPINNAKER HALYARD CONTROLS - Jib and spinnaker halyards and the topping lift shall lead aft to cabin top jammers/cleats.
- h. TOPMAST BACKSTAY - Shall be as supplied by the builder with a length of 19.370m from the center of the masthead crane pin to the bearing surface of the backstay swivel eye. It shall be attached to a hydraulic cylinder on the transom with a minimum breaking strength of 5442kg and a maximum throw of 343 mm.

The backstay shall be controlled by a single hydraulic panel, as approved by the Management Committee, mounted on the cockpit pedestal. Two (2) remote hydraulic release valves are permitted, the location is optional.

It is permitted to add a looped spectra strop and one snap shackle between the top ram pin and the lower swivel eye on the topmast backstay. The maximum overall length of the strop plus shackle, measured between the center of the top ram pin and the bearing surface of the lower swivel eye, shall be 200mm with a minimum breaking strength of 4800kg. This strop may be unclipped and adjusted during racing. See drawing # 25. Purchase systems are not permitted. Backstays fitted with a strop as above shall also at all times be fitted with a continuous spectra safety strop between the topmast backstay and the backstay chainplate on the transom. The safety strop shall have a maximum length of 1.25m and a minimum breaking strength of 5800kg.

- i. FOREGUY - Shall be a maximum 2:1 purchase, the location of cleats is optional, all purchases shall remain above deck.
- j. JIB SHEET INHAULER - Shall be maximum 12:1 purchase, the location of cleats is optional, all purchases shall remain above deck.
- k. BOOM VANG - Shall be a maximum purchase of 32:1 led aft to cleats on the cabintop (port and starboard).
- l. MAINSAIL TRIMMER'S FOOTRESTS - The builder supplied mainsail trimmer's footrests may be modified or replaced with footrests having a minimum weight of 1.2 kg each. The location and center of gravity of each footrest shall be within 300mm of that of the original supplied by the builder.

10.4 LIFELINES, STANCHIONS AND PULPITS - Shall conform to ORC Special regulations. When racing under the Farr 40 rule the lower lifelines shall not deflect lower than 100mm above the deck when firm downward pressure is applied to the lifeline halfway between any two stanchions.

11.0 KEEL

11.1 GEOMETRY - The keel may be painted and faired outside the iron or lead surface only. Fairing that removes iron or lead is prohibited. Removing lead or steel by drilling, pocketing or other means to meet rule weight limits is not permitted. Class Measurer shall sight the Builder's docket verifying that the lead used in the bulb casting has 3% antimony content. If any keel appears to have an unusually thick paint system, or to have had any other geometric alteration from the molded shape in an attempt to alter hydrodynamic qualities, it shall be checked for conformance to patterns (profile and section) built and supplied by the Builder. Tolerances: profile +/- 3mm; sections +/- 2mm.

11.2 **WEIGHT** - The keel assembled shall be weighed with keel bolts and nuts but not washers. Keel shall weigh no less than 2230kg nor more than 2295kg. The weight (in kg) of the keel shall be stamped on the top plate of the keel grid within 200mm of the mast step.

11.3 **LOCATION** - The keel shall be checked by a measurer for placement on the boat by measuring as shown in drawing #23.

- position of the trailing edge top 6169mm +/- 11mm
- position of the trailing edge bottom 6199mm +/- 11mm

11.4 **MEASUREMENTS** - The depth of the keel, measured from the trailing edge bottom location measurement position (shown in drawing #23) to the flat area on the underside of the keel shall not be greater than 930mm.

The shortest distance from the point on the trailing edge to a point on the leading edge shall be:

- upper position 745mm +/- 5mm
- lower position 680mm +/- 5mm

The profile of the trailing edge shall not deviate more than 2mm from a straight line over a distance of 1200mm.

12.0 RUDDER

12.1 **GEOMETRY** - Rudder shall be built from approved tooling. Painting and sanding of paint finishes only is permitted. Gelcoat or molded surface must not be removed other than light sanding in preparation for painting. If any rudder appears to have an unusually thick paint system, filler added, or to have had any other geometric alteration from the molded shape in an attempt to alter hydrodynamic qualities, it shall be checked for conformance to templates built and supplied by the Builder. Tolerances: profile and sections +/- 2mm.

12.2 **LOCATION** - The distance measured from the transom (see drawing #23 for definition) along the hull centerline to the straight line extension of the trailing edge of the rudder to the bottom of the boat, shall not be greater than 882mm nor less than 872mm for a tiller steered boat, or not greater than 855mm nor less than 845mm for a wheel steered boat.

12.3 **WEIGHT** - The rudder with stock shall be weighed in a painted and finished condition, including stainless bearing sleeves, but without bearings, quadrant or steering hardware. Weight shall be not less than 25kg nor greater than 29kg.

12.4 **MEASUREMENTS** - The following dimensions of the rudder shall be measured:

- i Gap between the hull and the top of rudder shall be not greater than 6mm, nor less than 3mm anywhere.
- ii Distance from surface of the hull to the extreme lower tip of rudder shall be not greater than 2075mm nor less than 2085mm. (see drawing #23).
- iii Maximum thickness of the top section of the rudder shall not be less than 75mm nor greater than 78mm.

13.0 ENGINE, DRIVE LEG, PROPELLER AND THROUGH HULLS

13.1 SPECIFICATION - The engine, drive leg and propeller shall be the standard Yanmar model 3GM30FC (fresh water cooled model) or equivalent equipment as approved by the Management Group and the Designer. Cooling water intake shall be through the leg in the standard location as delivered from the builder.

13.2 LOCATION - Distance to the trailing edge of the sail drive leg from the transom (As defined in drawing #23) measured around the surface of the hull shall not be greater than 5638mm nor less than 5618mm.

13.3 STRUT CLEARANCE - The distance, measured perpendicular to the propeller shaft, from the center of the propeller to the hull, or fair continuation of the hull shall be not less than 265mm nor greater than 270mm.

13.4 DRIVE LEG - The surface may be lightly sanded in preparation for painting. No grinding, removing aluminum or fairing of the saildrive leg or propeller is permitted. Any paint system applied to the saildrive leg shall be of normal thickness. If a saildrive leg appears to have an unusually thick paint system, it shall be checked to manufacturer's tolerances for standard configuration.

13.5 PROPELLER - Folding propeller shall be supplied by the builder and approved by the Management Group. It shall have a minimum diameter of 403mm and a maximum diameter of 410mm, a minimum blade width at the widest point of 100mm and maximum of 104mm.

13.6 THROUGH HULLS - All through hulls shall be flush closing to the hull and shall be operable at all times.

13.7 BATTERIES - The Builder shall record the total battery weight on the Builder's Compliance Certificate (BCC). The minimum weight shall be 54 kg and the maximum 85kg. Actual battery weight shall at all times meet or exceed the recorded weight.

13.8 ZINC - The zinc on the strut drive may be faired.

14.0 INTERIOR

14.1 COMPONENTS - The liner moldings shall conform to the construction plans and shall be weighed by the Builder before they are placed in the hull and the weights shall be recorded in the BCC booklet: The Builder shall install the components shown and itemized on drawing #22. Those components shown and itemized on drawing #22 shall not be moved, altered or removed.

- Headliner weight shall be minimum 43 kg and maximum 54 kg.
- Forepeak liner weight shall be minimum 43 kg and maximum 50kg.
- Engine box/Navigation module weight shall be min. 43 kg and max. 51 kg.

15.0 COMPLETED BOAT

15.1 WEIGHT - The completed hull, deck, interior, keel, rudder, wheel or tiller and fixed standard equipment in "Builders Weight" condition (See Appendix 1) shall not be less than 4530 kg or more than

4680kg. If necessary, a maximum of 100kg of corrector weights shall be fixed in a position aft of the fuel tank to bring the total weight to not less than 4630 kg. (see drawing # 22).

15.2 REMOVAL/ADDITION OF CORRECTOR WEIGHTS - Corrector weights shall only be removed or added if the following three conditions are met:

- i Either the existing certificate is invalidated and a re-measurement and re-weighing has taken place in Builder's Weight condition by a Class Measurer OR an Owner shall be entitled to apply for one voluntary reweigh per year, by a Class Measurer.
- ii A Class Measurer is present during re-weighing and re-fixing of the corrector weights in accordance with 15.0 and all information is forwarded to the Chief Measurer for issue of a new One Design Certificate
- iii Costs of re-weighing, re-measuring and re-issue of the One Design Certificate are paid by the owner

15.3 EMBLEM - The Class Emblem shall be placed on both sides of the cabin in the non-skid relief intended for its location and placed on both the cockpit sides aft of the wheel (or tiller) by the builder. It shall also be placed on the mainsail, see 26.1.

16 & 17 (SPARE)

18.0 SPARS AND RIGGING

18.1 BUILDER - All spars and components including spares and replacements shall be supplied by the licensed spar supplier and shall comply with the Farr 40 One Design Rules, Construction Drawings and the approved sparmaker's construction details.

18.2 SPECIFICATIONS - Masts shall be manufactured as per the construction drawing (U100-054C). Booms shall be manufactured as per the construction drawing (U120-013C). These drawings are the property of the builder and not for release.

18.3 MODIFICATIONS - Spars and standing rigging shall not be modified from the approved drawings in any way without written approval from the Management Group in consultation with the spar manufacturer.

19.0 MAST

19.1 SECTION - the characteristics of the base section shall be:

- MDL1 fore and aft dimension - minimum 240mm; maximum 244mm
- MDT1 athwartships dimension - minimum 121mm; maximum 124mm

19.2 BANDS - Two white bands 25mm wide shall be indelibly marked on the mast:

- With the distance between them of not more than 16700mm nor less than 16692mm measured to the inside of both bands.

- With the lower band not less than 1735mm or greater than 1745mm above the sparmaker's datum.

19.3 CRANE - The mast crane shall be limited to the following dimensions:

- Distance to the center of the permanent backstay clevis pin measured from the perpendicular extension of the aft face of the mast shall be not greater than 322mm nor less than 306mm.
- Distance to the center of the permanent backstay clevis pin measured from the perpendicular extension of the bottom of the top band shall be not greater than 260mm nor less than 230mm.

19.4 DIMENSIONS - The dimensions of the mast at the top band shall be:

- MDL2 fore and aft dimension - minimum 104 mm maximum 108mm.
- MDT2 athwartships dimension - minimum 90mm maximum 94 mm.

19.5 SPREADERS - two sets of carbon spreaders shall be fitted to the bare tube at the factory by the sparmaker. Removal for transportation is allowed. These positions shall not be altered and shall be checked with the mast in measurement condition (19.10) and mast approximately parallel to the ground supported on three saw horses to ensure it is as straight as possible, as follows:

HEIGHT OF SPREADERS - lowest point of the upper and lower spreader shall be measured from the upper edge of the lower band.

S1 minimum 3934 mm maximum 3944 mm.

S2 minimum 9600 mm maximum 9610 mm.

LENGTH OF SPREADERS - the distance measured between the bearing points of the shroud spreader bends, or the centerlines of the tip cups in the case of the lower spreaders and shall be:

S1 minimum 3225 mm maximum 3255 mm.

S2 minimum 2480 mm maximum 2510 mm.

SWEEP OF SPREADERS - sweep back offset of the upper and lower spreaders shall be measured from the aft face of the mast, perpendicular to a string line between the centerline of the shrouds, or tip cups in the case of the lower spreaders.

S1 minimum 505 mm maximum 535 mm.

S2 minimum 380 mm maximum 390 mm.

19.6 FORESTAY LOCATION - The headstay tang, measured to a point where a straight line extension of the centerline of the forestay intersects the forward side of the mast shall not be less than 14390mm or greater than 14400mm above the upper edge of the lower band.

19.7 CAP SHROUD LOCATION - The bearing point of the cap shroud tang in its receptacle shall not be less than 14565mm nor greater than 14575mm from the upper edge of the lower band.

19.8 HALYARDS & TOPPING LIFTS - The mast shall have sheave boxes, sheaves and pins for:

- 1 main halyard
- 3 forward halyards
- 1 topping lift
- 1 masthead spinnaker halyard

Minimum breaking strengths of halyards and lines shall conform to Construction specifications, (see Appendix 6). The main halyard, and a minimum of three forward halyards shall be in place while participating in Farr 40 One Design class racing.

19.9 SPINNAKER HALYARD LOCATION - The fractional spinnaker halyard height shall not be greater than 14410mm or less than 14390mm measured from the top side of the halyard pulled perpendicular to the mast as it passes through the spectacles to the top edge of the lower band. The masthead spinnaker halyard height shall not be greater than 16620 mm or less than 16610 mm from the bottom side of the halyard as it exits the sheave box to the top of the lower band. The masthead halyard shall not be used for Farr 40 One Design class events.

19.9 WEIGHT - The weight and center of gravity of the mast shall be:

- Bare tube weight - not less than 100kg or more than 104kg
- Bare tube vcg - not less than 6115mm or more than 6155 above top of lower band (BAS)

The assembled weight of the complete mast shall weigh not less than 128kg or more than 134kg. Mast center of gravity shall be not less than 5800mm or more than 5860mm above the top of the lower band with all normal hardware in place including:

- structural reinforcement
- mast butt plug
- masthead crane, gooseneck with toggle for boom and vang, tack fitting
- spreaders and bars

but excluding:

- standing and running rigging
- top mast backstay
- mast step
- windex, instrument wand, sensor and antennas
- shroud rollers
- cunningham tackle
- instrument displays and mounting brackets & cables

Corrector weights (if required) shall be fastened to the top inboard surface of the appropriate spreaders. Weight and locations shall be recorded on the MCC.

19.11 SPAR ID NUMBER - Each mast and boom shall be clearly and indelibly marked with an ID number (This number shall be identical for both mast and boom) located on the starboard side of the mast, on the lifting bar doubler and on the starboard sheave box of the boom aft of the outer end of the E band. The mast number shall correspond with the hull number of the yacht. (F40001, F40002) Replacements shall be designated by the suffix R and the number of the replacement for each yacht. (F40001R1, F40001R2).

19.12 MAST POSITION:

- a. BASE OF FORETRIANGLE - (J) shall be measured in accordance with IMS rule 803. This shall not exceed 4705 mm.

b. **HEIGHT OF MAST** - The dimension from the top edge of the lower band to the sheer measured at the front edge of the mast shall be no greater than 1745 mm. (BHAS).

19.13 **TOP OF POLE TRACK** - The top of the spinnaker pole track shall be 2634 +/- 4mm from the top of the lower band.

19.14 **MISCELLANEOUS RESTRICTIONS** –

MOVEMENT OF MAST AT DECK AND STEP - Altering the location, or height, of the mast at the step, or at the deck, after the yacht has left the dock for the first race of the day is not permitted.

ADJUSTMENT OF SHROUDS AND FORESTAY - Adjustment of the shrouds or forestay while racing is not permitted except for purposes of safety, i.e. an exceptional adjustment of a shroud to cure a fault. All means of shroud adjustment shall be positively locked or bound up to prevent accidental adjustment while racing.

20.0 STANDING RIGGING

20.1 **SPECIFICATION** - Standing rigging shall conform with the Farr 40 One Design rigging specification - See Appendix 7, Drawing # 25 and Drawing # 26.

20.2 **ADDITIONAL RIGGING** - Additional standing rigging or an attempt to use any standard rigging, standing or running, other than for its intended purpose, is prohibited. (see Rule 35.1)

21.0 BOOM

21.1 **PROFILE** - The characteristics of the base section shall be in accordance with construction drawings # U120-013C. No milling or lightening holes are permitted.

21.2 **BANDS** - A white band 25mm wide shall be indelibly marked on the boom with the forward edge not more than 5900mm from the aft face of the mast when the boom is held at right angles to the mast and parallel to the centerline of the boat.

21.3 **MAXIMUM DIMENSIONS** - The maximum dimensions of the boom excluding fittings measured in section shall not exceed 227mm deep by 128mm wide.

21.4 **WEIGHT** - The boom complete with all attached fittings, outhaul and clew strap, but excluding reef lines and vang, shall weigh not less than 44kg or more than 46 kg. The vang shall be capable of supporting the weight of the boom and mainsail and shall be weighed separately, it shall weigh not less than 5kg or more than 7kg.

22.0 SPINNAKER POLE

22.1 **LENGTH** - The length of the spinnaker pole on the mast when set in a horizontal position athwartships measured from the centerline of the yacht to the extreme outboard end of the pole and any fittings used when a spinnaker is set shall not be greater than 4705mm.

22.2 WEIGHT - The spinnaker pole complete with all attached fittings shall weigh not less than 5kg or more than 7kg including bridles and end fittings.

23 & 24 (SPARE)

25.0 SAILS

25.1 NUMBER OF SAILS ABOARD - The sail inventory shall be declared prior to the start of each One Design class regatta (see appendix 5) and shall not exceed the following number and type:

- 1 mainsail
- 3 jibs
- 3 fractional spinnakers
- 1 Farr 40 heavy weather jib (Conforming to current ORC special regulations)
- 1 ORC storm trysail (or a working reef in the main in accordance with ORC special regulations 4.24 (e)).
- 1 jib top sail (to be used in designated Farr 40 distance races only)

No sail may be re-cut after event measurement, or if there is no measurement, after the start of the first race of a Farr 40 One Design regatta. Permission to repair a sail shall be required from a Class representative before repair is started. Any sail damaged beyond repair at a class regatta may be replaced during a class regatta with another buttoned sail registered to the owner/charterer or chartered boat with permission from a class representative. Replacement sails/buttons for a destroyed sail may be issued at the discretion of the Management Group after review of a completed Appendix 11 form.

25.2 SAIL NUMBER - National letters and sail numbers shall conform to the current RRS Appendix on "Identification on Sails".

25.3 MEASUREMENTS - Sails shall be constructed and measured in accordance with maximum dimensions shown on drawing # 24B and measured in accordance with the current ISAF Guide to Sail Measurement. All sails shall have an ORC stamp on the head.

25.4 CONSTRUCTION - Construction - spinnakers of Cuben Fibre material or in which carbon fibres have been incorporated in the sailcloth shall not be measured, rated or carried aboard while racing. Carbon Fibre cloth shall be permitted in mainsails and headsails (except the Class heavy weather jib conforming to ISAF Offshore Special Regulations, the jib top and any storm sails) beginning 1 April, 2003. Cloth containing PBO fibre shall be banned from use in the construction of any sail built and buttoned for Class racing on or after 1 April 2003.

25.5 PERMITTED ITEMS - The following items are permitted as appropriate:

- reef points
- mainsail luff cunningham holes
- leech and foot lines
- camber stripes
- chafing patches
- windows in sails
- retrieval lines on spinnakers
- tell tales

25.6 **BUTTONS/SAIL LIMITATIONS** - All sails declared for a Farr 40 Class event may be inspected by a Class measurer and shall have a numbered Class button sewn on near the tack of the sail. Buttons shall not be transferred from one sail to another. Owners with more than one boat may not transfer sail inventories. Owners who charter are permitted to transfer their own sails to the chartered boat. Sail buttons can be purchased from Stagg Yachts or a regional class administrator for US \$60.00 each and may be available at sail check-in. In addition to the base inventory outlined in Rule 25.1, each owner is permitted seven new class sails, plus one additional button for a jib top, per calendar year (January 1 - December 31). Sails must be ordered and construction completed by the end of the calendar year. Buttons not purchased will not accrue into the following year. Charterers who do not own a Farr 40 may purchase an original inventory, plus seven new buttons per year, and transfer sails to different chartered boats.

26.0 MAINSAIL

26.1 **EMBLEM** - The Class emblem shall be on the starboard side of the mainsail between the top and second batten and on the port side between the second and third batten, with the Emblem centered on the vertical axis of the mainsail.

26.2 **SETTING** - The mainsail shall be set within the contrasting color bands specified by rules 19.2 and 21.2.

26.3 **WEIGHT** - The mainsail excluding battens shall have a minimum weight of 21Kg. Any mainsail that is under-weight shall have lead correction added at the head, within 200mm of the upper extent of P, only. Reasonable normal reinforcement of the sail material at the tack, clew or a reef point is permitted. Excessive reinforcement intended to increase the weight of the sail, artificially heavy footlines, boltropes, rings, cringles or other fastenings are prohibited.

26.4 **BATTENS** - The mainsail shall have seven equally spaced battens with maximum dimensions as shown in drawing # 24B, the top batten shall be full length. The mainsail battens may be constructed of carbon fiber.

26.5 **DIMENSIONS** - The mainsail shall comply with all maximum dimensions on drawing # 24B and measured in accordance with the current ISAF Guide to Sail Measurement.

27.0 HEADSAILS

27.1 **DIMENSIONS**- Headsails shall comply with all maximum dimensions shown in drawing # 24B and measured in accordance with the current ISAF Guide to Sail Measurement.

27.2 **LUFF GROOVE DEVICE** - Shall be a Tuff Luff 1706 or equivalent. The dimension measured at right angles to the longitudinal axis shall be a minimum of 32mm and maximum of 34mm.

27.3 **JIBTOP** - Shall comply with 27.1, with a maximum LE of 14 m. Sail cloth weight shall be a minimum of 4k denier or 2 oz. Reef points and cunninghams are prohibited. The jibtop shall be set in the luff groove device, and shall not be sheeted from the genoa tracks.

28.0 SPINNAKERS

28.1 DIMENSIONS - Spinnakers shall be symmetric and shall comply with all maximum dimensions shown in drawing # 24B.

28.2 WEIGHT - Spinnakers shall be constructed from cloth weighing no less than 30 grams/meter².

29.0 OFFSHORE SAILS - the following sails may be buttoned in addition to the original inventory for Class sanctioned distance races only.

- 1 mainsail with a working reef with minimum luff reduction 10% of P, with reef points a minimum of 1650 mm above the tack and 1700 mm above the clew.
- 1 medium jib
- 1 fractional spinnaker constructed of minimum .75 oz cloth, nylon only, polyester prohibited

These sails shall conform to all other specifications outlined in the Farr 40 Class Rules. Blue offshore sail buttons shall be issued by Stag Yachts. Each owner or charterer is permitted one new offshore button per calendar year, excluding the year in which the offshore sails were purchased.

30.0 (SPARE)

31.0 CREW

31.1 WEIGHT - Maximum crew weight shall not exceed 760kg naked. At weigh-in prior to the start of a regatta crews that have complied with this rule shall not be subject to protest. The Owner shall be allocated a weight of 95kg, the Owner may choose to weigh-in.

31.2 CREW SUBSTITUTION - Substitute crewmembers are allowed, they shall weigh-in prior to the races they are sailing, any substitution shall not exceed the maximum crew weight or classification requirements. See 31.1 and 1.1, 1.2, 1.3.

No crew changes shall be permitted during a day's racing after the first preparatory signal of the day with the exception that injured crew may be removed from a yacht, in which case replacement of injured crew may be permitted on request to the race committee. The replacement crewmember shall weigh-in as soon as practical, this substitution shall not exceed crew weight or classification requirements.

32.0 OPTIONAL EQUIPMENT

32.1 OPTIONAL EQUIPMENT- Shall be accounted for and recorded on the Builder Compliance Certificate. This shall include, but not be limited to the optional wheel steering system.

32.2 ELECTRONICS - Electronic sailing instruments, navigation and tactical equipment of any type are allowed.

32.3 RUNNING RIGGING – Must conform to minimum breaking strengths, minimum diameters and materials outlined in the specifications. See Appendix 6.

33 & 34 (SPARE)

35.0 PROHIBITIONS

35.1 NOT PERMITTED - The following are not permitted:

- Any item whose sole function is or could be to increase weight.
- Multiple purchase halyards other than the main halyard.
- Removal, modification or re-positioning of any Builder fitted item (except repositioning of deck gear items in accordance with 10.3).
- Sails with detachable pieces.
- Artificially thickened sails and multiple surface sails, whether inflated by the action of the wind or otherwise.
- Additional winches or winch systems.
- Running backstays or any device intended for such use.

36.0 ADVERTISING - is permitted on the Farr 40 in accordance with the current ISAF Advertising Code, Category C, restricted as follows:

36.1 Advertising chosen by the individual boat may be displayed as follows:

a) Half of the remaining length of the hull not reserved under ISAF Advertising Code 20.3 (d) may be used for advertising chosen by the individual boat. If advertising is not displayed on the sides of the hull, it may be displayed on each side of the cabin and cockpit sides, subject to the same length dimensions.

b) Advertising chosen by the individual boat may be displayed on the mainsail. Only one advertisement may be carried at a time, and it may be on both sides of the sail. It shall be placed below the national letters and sail numbers and have a width no greater than two-thirds of the length of the foot of the sail and a height no greater than one-third of that width. Advertising on the spinnakers and jibs is not permitted.

c) Advertising chosen by the individual boat may be displayed on the main boom, but displays shall be limited to the name, brand or product name, or logo of no more than four organizations. The aft three-quarters (3/4) of the length of the boom may be used if individual advertising is displayed.

36.2 In addition to advertising permitted in 36.1, the Class may request the following:

a) The boat's type to be displayed on each side of her cabin-house, the lettering shall be no greater than 110 mm high by 305 mm wide. If the Class logo is displayed on each side of the boat's cockpit, the logo shall be no greater than 220 mm x 220 mm square.

b) Event advertising may be requested to be displayed on the boom or other location chosen by the ExCom, excluding the forward part of the hull as per ISAF Advertising Code 20.3 (d).

37.0 CHANGES IN EQUIPMENT

37.1 OUTSIDE ASSISTANCE - A yacht shall receive no outside assistance from support boats or otherwise once she has left the dock for the day until the finish of the last race of the day, except in the case of emergency.

37.2 CHANGES - There shall be no additions or deletions to the yacht's inventory of sails, running rigging or equipment after the yacht has left the dock for the day, except in the case of emergency.

37.3 BREAKDOWN - In the event of a breakdown, a yacht may return to the shore for repairs and/or replacement of the breakdown. The yacht shall receive permission at the earliest convenient opportunity from the jury or a class measurer to implement the repair or replacement. All replacements or repairs shall conform with the Farr 40 class rules.

Repairs and replacement of equipment and hull parts damaged during a regatta, that would normally require a yacht to be remeasured under the class rules, shall not cause a yacht to be remeasured until after the regatta is completed. Repaired or replaced sails must comply with the class rules and shall be subject to measurement.

APPENDIX 1

RULE WEIGHT CONDITIONS

BUILDER'S WEIGHT - Shall include the completed hull, deck, keel, rudder, interior and deck gear in a complete and finished condition as set out in 15.1 and 11.1 with the following included:

- windows and hatches
- berths and cushions
- wheel and / or steering system
- electrical - panel, lights, batteries (total weight noted on BCC)
- plumbing - sinks, 2 bilge pumps, head, tanks, Y valve overboard discharge
- stove
- floorboards
- deck hardware - blocks, tracks, cars, cleats, jammers, organizers, pulpits, stanchions, pushpit, lifelines, winches and handles, compasses, padeyes, fittings for forestay, shrouds and backstay and hydraulic ram, mast collar.

The boat in this condition shall not weigh less than 4530kg or more than 4680kg (see 15.0).

Note: If electronics are on the boat at the time of weighing, an allowance of 20kg shall be deducted when calculating the corrector weights.

Weight correctors shall be added if necessary to bring the total weight to 4630kg.

RE-WEIGHING AFTER THE BOAT HAS LEFT THE FACTORY. - A boat may be voluntarily re-weighed (at owners expense) once each calendar year, under the guidelines of Rule 15.1, and as set out in Appendices 1 and 2 after it has left the factory. The boat shall be in Builders Weight condition. Apart from bunk cushions and winch handles, all loose and removable items including liquids shall be removed, as shall mast, standing and running rigging, boom and spinnaker pole. Weighing shall be carried out by a Class Measurer and shall be by single or double point lift with a load cell of appropriate weight range recently calibrated to the satisfaction of the Class Measurer. The addition or re-fixing of corrector weights shall be similarly supervised.

RIG WEIGHT - The rig weighed in accordance with 19.10 shall not weigh less than 128kg.

APPENDIX 2

PREPARATION FOR ONE DESIGN MEASUREMENT

1 General Measurement Procedure - To secure an accurate and fair measurement, it is necessary to have close cooperation between owner and measurer. It is desirable that the owner should be familiar with all parts of the One Design rule.

2 Hull Measuring Procedure - The principal hull measurements shall be taken prior to leaving the Builder's yard with the yacht approximately level athwartships and approximately in the same longitudinal trim which it might reasonably be expected to assume when afloat in measurement trim.

APPENDIX 3

SAFETY EQUIPMENT

A minimum of ORC Special Regulations category 4 safety equipment, or the category that is specified by race organizers, whichever is greater, shall be carried on the Farr 40 while racing. The following list of safety equipment is offered as a guide. Where designated, minimum weights shall be observed while racing in Farr 40 One Design and the anchor shall be stowed under the starboard bunk, outboard of and level athwartships of the engine as shown in Drawing # 22. It is the responsibility of the owner to ensure that the boat complies to the specified category whilst racing.

ITEM	QTY	MINIMUM WEIGHT kg (each)
Wood plugs	3 ea.	---
Fire extinguisher	2 ea.	1.0 kg
Bucket	2 ea.	0.5 kg
Anchor	1 ea.	---
100 ft Anchor cable	1 ea.	---
Flashlight	1 ea.	---
Spare flashlight batteries	1 set	---
Spare flashlight bulbs	1 ea.	---
First aid kit & manual	1 ea.	---
Fog horn	1 ea.	---
Radar reflector	1 ea.	---
Depth sounder/lead line	1 ea.	---
Tools	1 set	3.0 kg
Life jackets	# of crew	---
Life buoy with drogue & self igniting light	1 ea.	---
Flares		
Red hand flares	4 ea.	---
White hand flares	4 ea.	---
Orange smoke	2 ea.	---
Heaving line	1 ea.	---
Spare Nav. Light bulbs	2ea	---

APPENDIX 4

ISAF SAILOR'S CLASSIFICATION CODE

<http://www.sailing.org/classification/classificationcode.asp>

APPENDIX 5

FARR® 40 ONE DESIGN SAIL/CREW DECLARATION FORM

<i>Sail</i>	<i>Description (Yr/sailmaker)</i>	<i>Button #</i>
Mainsail	_____	_____
Jib 1	_____	_____
Jib 2	_____	_____
Jib 3	_____	_____
Jib 4	Heavy weather	_____
Spinnaker	_____	_____
Spinnaker	_____	_____
Spinnaker	_____	_____
Trysail	Storm try sail	_____

	Name	Group 1,2,3	ISAF ID
1.	_____ (Helmsman)	_____	_____
2.	_____ (Alternate Helmsman)	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____
5.	_____	_____	_____
6.	_____	_____	_____
7.	_____	_____	_____
8.	_____	_____	_____
9.	_____	_____	_____
10.	_____	_____	_____

I declare that only the above listed sails, which comply with the Farr 40 One Design Class Rules and carry the designated sail button, will be used for the regatta series named below and the above listed crew members comply with the Class Rules for classification for this regatta. (Please include ISAF Classification user identification code for all group 1 competitors). Only one approved substitute or relief helmsman can be nominated to relieve an owner (or a primary helmsman) at the helm at any time during a Farr 40 One Design event. This declaration must be submitted to Stagg Yachts two weeks prior to the start of any Farr 40 One Design event.

Regatta _____ Hull Number _____

Yacht Name _____ Sail Number _____

Signed _____
Owner/Owners rep _____ Date _____

Approved _____
Class Representative _____ Date _____

APPENDIX 9

The following questions have been submitted to the Farr 40 Management Group and Chief Measurer for a ruling on permissibility, as per Class Rule 2.4 Interpretations and 3.4 Modifications. Please add this page to your Farr 40 Class Rule Book, Appendix 9. This publication includes all questions submitted to the Management Group from November 1, 1997.

1. Is it permissible to replace the Seatech hydraulic panel with a Navtec hydraulic panel of the same weight?

Yes. As per Class Rule 10.3 (h), the backstay shall be controlled by a single hydraulic panel, as approved by the management Group. The Management Group has approved the use of either Seatech Type 5 - single function panel or the Navtec System 50 - single function panel.

2. Is it permissible to replace the helmsman's foot braces to custom braces of the same weight and material?

Yes. As per Class Rule 10.3, additional footrests and chocks are permitted. The builder-supplied footrests may be modified or replaced with footrests having a minimum weight of 1.2 kg each. The location and center of gravity of each footrest shall be within 300 mm of the original supplied by the builder.

3. Is it permissible to vary batten angles on the mainsail as long as equal along the leech. An extension of each batten shall intersect the luff of the mainsail.

Yes. As per Drawing #24A, provided the spacing between mainsail battens is equal along the leech and extension of each batten shall intersect the luff of the mainsail.

4. Is it permissible to use a shortened backstay with a strop and safety strop which are longer than the strop lengths specified in Drawing #25 if the overall length of the topmast backstay and strop is less than the overall combined length of the 200 mm safety strop and backstay?

Yes. You may use your existing (short) backstay. You shall make a permanent strop to return the backstay to the original maximum specified length of 19.37 m. This shall have a breaking strength equal or greater than the existing backstay. The rest of the backstay arrangement shall be as specified in the rule.

5. Is it permissible to add a toggle to the forestay to increase length?

Yes. As per Class Rule 20.1 and Drawing #26, an optional rigging crew may be substituted to increase headstay length to the maximum pinned limit, provided that the breaking strength is equal to or greater than the specification in Appendix 7, line one, fitting B.

6. Is it permissible to add a jib cunningham?

No. As per Class Rule 25.5.

7. Is it permissible to add a topping lift sheave box and halyard?

Yes. Provided that: 1) parts are ordered through Carroll Marine (CML) and fitted as per instructions from CML, 2) the rig is reweighed and remeasured, and 3) approval is granted from the Technical Chairman for each individual request.

8. Is it permissible to upgrade to a larger traveller car?

Yes. As per Engineering Change Order 40007, Carroll Marine Ltd. Part # 6587.

9. Is it permissible to replace the jib in hauler blocks with stainless rings?

Yes. As per Engineering Change Order 40008, Carroll Marine Ltd. Part # NPN

10. Is it permissible to change the jib sheet in hauler to allow windward sheeting?

Yes. Provided that the deck gear and line strength are not changed.

11. Is it permissible to add a longer pumping handle for the hydraulic backstay?

Yes. Backstay handle length is not specified in the Class Rule.

12. Is it permissible to add cleat wedges in the center pod to adjust angle of cleats?

Yes. As per Class Rule 10.3, ...cleats, jammers...are the only additional deck gear items permitted.

13. Is it permissible to double-end the foreguy, and run the ends back on both sides of the cabintop?

Yes. Provided it complies with 10.3.i. requirements

14. Is it permissible to use a spare carbon fiber spinnaker pole from another manufacturer if it adheres to Class Rules 22.1 and 22.2?

Yes. Provided it meets all specifications outlined in the Class Rule.

15. Is it permissible to substitute Lewmar Ocean Racing 440 self-tailing winches for the builder supplied optional Lewmar 44 aluminum self-tailing winches?

No. The Lewmar 440 is substantially lighter in weight and the line speed in first gear is much faster than the Lewmar 44.

16. Do brokerage boat owners need to buy sail buttons for their old sails that will be declared for Circuit events?

Yes. Brokerage boat owners are permitted 16 sails in their first calendar year; a base inventory of nine as outlined in Class Rule 25.1 and seven additional sails per Class Rule 25.6. These initial 16 sails can consist of all new sails, old sails purchased with the boat, sails purchased from another boat or a combination thereof. If a brokerage boat owner wants to declare buttons on sails that came with the boat, the cost is US \$60 each to transfer ownership and make them eligible for use in Farr 40 Class events, and they will count as part of the allotment. The existing button should be left on the sail. If used sails from another boat are declared, a new sail button must be purchased. Only buttons paid for and registered by an owner are eligible for use in class events.

17. Is it permissible to fair in the gap between the sail drive leg and the hull with epoxy, Spartite, or a silicone based caulking compound (i.e. Lifecaulk or similar)?

No. As per Class Rules 3.4 Modifications and 7.6 Prohibitions and Exceptions.

18. Is it permissible to fair in the propeller bolt heads?

No. As per Class Rules 3.4 Modifications and 7.6 Prohibitions and Exceptions.

19. Is it permissible to remove one or both of the forward hatch handles?

No. As per Class Rules 10.3 Deck Gear Layout and ORC Category 4 Rule 3.05.

20. Is it permissible to add a floating mainsail tack arrangement, to be led under the decks with a block and purchase system, to the mainsail adjustment pod?

No. The boat is supplied with a D shackle to attach the main tack to the gooseneck and an adjustable cunningham led aft. An adjustable tack fitting as described is considered to be a performance-enhancing item, which is not allowed under Class Rule 3.4, 35.1 and Appendix 6. A multi-part floating system is not allowed under the Class Rules.

21. Is it permissible to modify optional headstay screw part #D320-L20 (long screw) or replace it with a non-standard part?

No, as per class rule 7.7 prohibitions and exceptions

22. Is it permissible to attach the jib car puller directly to the stainless steel part of the jib car instead of the fitting supplied by Harken on the front of the aluminum car body (attached by two screws) by welding a stainless steel bar bent in a hoop shape to the base of the stainless steel part?

No under Class Rule 7.6

23. Is it permissible to change the existing fixed inhauler cam cleats with Harken high load swivel cam cleats? The replacement cleats will be in the exact same spot as the current ones.

No as per Class Rule 7.6 and 10.3

24. Is it permissible to add a bullet block fairlead to the topping lift behind the jammers?

No as per Class Rule 3.4

25. Is it permissible to add a cam cleat to either the mast or deck for the topping lift "in addition to" the existing jammer?

No as per Class Rule 3.4

26. Is it permissible to re-drill and tap the four bolts which locate the mast-step a further 10 mm as it has been found that the bulkhead position varies up to 15 mm from boat to boat?

Yes. As per Class Rule 7.4

27. Is it permissible to remove the 'sissy bar' from the top of the pit organizer sheaves?

No. As per Class Rule 10.3 and Drawing # 21.

28. Is it permissible to substitute two auto-ratchet blocks of the same size for the two Harken bullet blocks in the vang purchase system?

No. As per Class Rules 3.4 and 10.3.

29. Is it permissible to attach the two blocks in above #28 to spectra strops off the builder-supplied padeye aft of the mast?

No. As per Class Rules 3.4, 7.3, 7.6 and 10.3

30. Is it permissible to turn the vang pin on the mast upside down and attach the two blocks in #28 above to the eye welded on the top of the pin?

No. As per Class Rules 3.4, 7.3, 7.6 and 10.3

31. Is it permissible to remove the builder supplied topmast halyard sheave and guard installed in the mast.

No. As per Class Rules 3.4, 7.3, and 18.3

32. Is it permissible to use a secondary tack approximately 4" above the tack ring?

No. As per Class Rules 3.4, 7.3, and 18.3

33. Is it permissible to add a jammer or camcleat on the cabintop for the optional topping lift?

Yes. As per Class Rule 10.3. If the optional topping lift has a builder supplied clutch, the clutch shall not be removed, but an additional jammer or camcleat may be added. This modifies Interpretation # 25. Additional jammers or camcleats shall not be added to the mast.

34. Is it permissible to replace the Lewmar primary winch with a two speed Lewmar self-tailing winch?

Yes. As per Class Rule 10.3. ii. The replacement winch weighs more than the standard winch, has fewer speeds, and is the same gear ratio.

35. Is it permissible to substitute the Harken #1537 jib lead car with the Harken #HMR55 jib lead car?

Yes. As per Engineering Change Order # 9

36. Is it permissible to remove the backstay flicker batten?

Yes. As per Engineering Change Order # 10.

37. Is it permissible to replace the Ronstan #RF6210 tack shackles with Tylaska T8 shackles?

Yes. As per Engineering Change Order # 11.

38. Is it permissible to replace either the standard (short) or optional (long) headstay screw with a long, fully-threaded headstay screw, and to shorten the fully threaded screw?

Yes. As per Engineering Change Order # 12, the Navtec #320-20-004 may be substituted for the #D320-L20 headstay screw, and it may be shortened. This modifies Interpretation #21.

39. Is it permissible to add an internal stiffening sleeve in the aft leg of the standard stern rails and replace the 5/16" bolt with a 3/8" bolt?

Yes. As per Engineering Change Order # 13.

40. Is it permissible to paint over the standard saildrive and rudder windows?

Yes. As per 7.6 Prohibitions and Exceptions: "Normal painting of all surfaces in accordance with RRS (1997-2000) rule number 53".

41. Is it permissible to install the Harken B480TCR wide body three-speed winch as an upgrade from the bronze gearbox standard Harken primary winches?

No. As per Class Rule 3.4 and 10.3.ii.

42. If there is more than one owner racing on board a Farr 40, who is allowed to take the 209 pound owner's weight limit?

The intent of Class Rule 31.1 is that the primary owner-driver is allowed to declare the 209 pound weight. That helmsman must start, finish, and drive all mark roundings. Any other co-owner of the boat can be a relief helmsman and drive after the start of the third leg, but must weigh in. Otherwise, if all co-owners weigh in and are paid members of the Class Association, they may drive at any time.

43. Is it permissible to replace the Whale Spar mast supplied with a McConaghy built Farr 40, with a Hi-Tech Farr 40 mast?

Yes. Subject to Class Rules 3.3 and 5.2.

44. How much paint and sanding may be done to the strut leg?

As per Class Rules 13.1 and 13.4, the strut leg may be lightly sanded and painted with a normal paint system. The oil drain plug must be able to be removed without hesitation. The water intakes may not be altered or blocked by any means.

45. Is it permissible to top coat the entire hull with Epoxy coating Durapox only?

Yes. As per Class Rule 7.6 Prohibitions and Exceptions: "Normal painting of all surfaces in accordance with RRS rule number 53 (1997-2000 version)"

46. Is it permissible to change the main compass for a different type?

Yes. The compass must meet the specifications in the ORC Special Regulations for Category 4.

47. Can the inspection plates in the floor be enlarged to better view the keel windows?

Yes. The floorboard must be the same weight or greater, and in place while sailing.

48. Can a deck prism be installed on deck to view the rudder window?

No. As per Class Rule 3.4

49. Can the mainsheet blocks on the boom be upgraded a size?

No. As per Class Rules 3.4, 7.6 and 10.3.

50. Is it permissible to replace the standard backstay with one of the same or greater physical properties, breaking strength, and weight?

Yes. If the replacement meets or exceeds specifications in Appendix 7

51. Is it permissible to install a kelp cutter into the leading edge of the keel?

No. As per Class Rules 1.0, 3.4 and 7.6

52. Is it permissible to install a reaching reef in a Farr 40 jib?

Yes. As per Class Rule 25.5, as long as the reef is usable and used to sheet the sail. Only one sheet may be used to trim the jib. The headsail shall comply with the current ISAF Guide to Sail Measurement. This does not apply to the jib top sail

53. Is it permissible to lengthen the slots in the mast step on the Farr 40 in order to move the mast butt slightly forward?

Based on Class Rule 7.4, the forward face of the mast, measured at the butt of the mast, not including the rocker plate, shall measure no less than 85 mm nor greater than 195 mm from the aft face of Bulkhead C. This modifies Interpretation # 26.

54. Is it permissible to move the foreguy padeye or install another one aft of the existing one, and run the foreguy through the aft padeye?

No. As per Class Rules 3.4, 7.6 and 10.3

55. Is it permissible to replace the Navtec hydraulic pump handle with the approved Seatech hydraulic pump handle?

Yes. As per Interpretation #1, if the Seatech handle is not lighter than the Navtec handle.

56. Is it permissible to add a second outboard padeye approximately 3' aft of the factory installed padeye to facilitate a better sheeting angle for the #4 jib when spinnaker reaching?

Yes. As per Class Rule 10.3

57. Is it permissible to remove the bunk cushions for designated Farr 40 One Design distance races?

No. As per Class Rules 3.4 and 7.1

58. Is it permissible to race One Design with one gas bottle for the stove and do the gas bottles have to be attached to the stove while racing?

No. As per Class Rule 10.3, all builder supplied items must remain on board, so all three gas bottles must be carried. While racing under ORC Special Regulations Category 4, the gas bottles may be stored in a watertight container underneath the stove. While racing under ORC Special Regulations Category 0-3, the gas bottles must be attached to the stove.

59. Is it permissible to change the bolt rope track on the mast to an offshore, plastic piece?

Yes. As per the change to Hi-Tech Composites' manufacturing specifications approved on April 4, 2000 by the Management Group.

60. Is it permissible to add a small deflection block to the main trimmer's foot rests to deflect the traveller rope tail so it doesn't rub on the fiberglass moulding?

Yes. As per Class Rule 10.3

61. Is it permissible for the outhaul to be looped through the clew ring and attached at the end of the boom thereby creating an additional 2:1 purchase?

No. As per Class Rule 10.3.e.

62. Is it permissible to replace the foreguy cleat with swivel cleat?

No. As per Class Rule 10.3.

63. With reference to Rule 37.1, is it permissible to provide weather and tidal information to a yacht prior to the starting sequence from a support or coach boat?

No. Individual support or coach boats shall not have contact of any nature, either by radio, telephone, vocal signal, visual signaling of any kind i.e. tactical placement, flags and/or different colors of clothing, or the transfer of equipment or victuals, with a registered racing boat from the time the boat leaves the dock each day until the boat has finished racing for the day. In addition, individual support or coach boats shall not approach closer than 300 feet to any boat that is racing, except at Mark Roundings or the Finish where they shall not approach closer than 100 feet upwind of the windward mark or downwind of the leeward mark and extensions of the finish line. The only exception would be the race committee declaring an emergency. At the Warning Signal for the Start, individual support or coach boats shall leave the area being used by the racing boats and may station themselves outside of either the pin or committee boat, but no closer to either end than 100 feet. Sailing Instructions for Farr 40 regattas shall contain the following instruction: 'Video taken from any source shall not be used as evidence at protest hearings. This alters RRS 63.6'. The penalty for infringing this Rule shall be assessed at the discretion of the Event Jury or Protest Committee.

Rule 37.1 is not intended to prevent family and friends from sharing social interaction before and between races. Communication between spectator boats and competing yachts before and between races is OK as long as no competitive information is exchanged.

64. If it is not permissible to replace the foreguy cleat with a swivel cleat, is it permissible to add an additional swivel cleat for the foreguy?

Yes. As per Class Rule 10.3, but original equipment may not be removed.

65. Is it permissible to use the existing jib inhaul purchase system to pull the clew of the jib outboard?

No. As per Class Rules 7.6, 10.3 and 35.1

66. Is it permissible to rig a barber hauler using the pad eye on the outboard side of the jib track?

No. As per Class Rules 7.6 and 10.3.

67. Is it permissible to sheet a jibtop to the spinnaker sheet block?

Yes. In addition, it may be downhauled from either an existing padeye or the spinnaker twing.

68. Is it permissible to move the foreguy to the stem/tack fitting during a race while tight reaching with the spinnaker?

Yes. The foreguy may be led through a snatch block on the tack fitting, but the builder supplied deck hardware shall not be moved.

69. Is it permissible to use a cell phone once a boat has left the dock to get updated weather information or other useful information prior to the conclusion of the last race of the day?

No. As per Class Rule 37.1

70. Is it permissible to carry a floating jammer to be used at the inboard turning block of the boom if the mainsheet winch breaks?

No. Because you can tie the sheet around a winch or other deck gear item.

71. Is it permissible to replace the standard throttle faceplate with a Spinlock throttle faceplate, part # ATCU?

Yes. The Spinlock part specified is of equal or greater weight, and is supplied by the Builder.

72. Is it permissible to rehead the forestay for routine maintenance and safety issues?

Yes. As per Class Rule Appendix 7, a minimum length is not specified.

73. Is it permissible to replace the 168 turning blocks for the traveller control with a ratchet block?

No. As per Class Rules 3.4 and 10.3.

74. Is it permissible to add an extension to the top step of the companionway?

No. As per Class Rule 7.6

75. Is it permissible to fair the hull below the waterline on a Farr 40 One Design, i.e. to turn it upside down and long board the hull?

No. As per Class Rules 3.4, 7.3 and 7.6.

76. Are you allowed to modify in any way the below deck purchase system for the traveller? Specifically reducing the purchase and/or changing blocks for light air sailing?

No. As per Class Rule 10.3, builder supplied gear items shall not be removed, and as per Appendix 6, the traveller purchase is 7:1.

77. Some boats have Harken blocks and some have Lewmar for spinnaker sheet and after guy turning blocks. Can I replace a 75mm Harken Black Majic block with another type/brand as long as it is the same size and weight (i.e. the goal is not to lessen weight or increase performance but rather to simply replace the block with another that will stand up to saltwater environments longer/better)?

No. As per Class Rule 10.3. Owners have an option of choosing Lewmar or Harken gear when they purchase their boat, gear must remain "as supplied by builder".

78. Can halyards be re-led and reversed port for starboard and vice-versa where they exit the mast for match racing where buoys are rounded to starboard rather than port?

Yes. Deck gear may not be moved or modified though.

79. Can any modifications be done to winches or hydraulics to optimize for match racing?

No. As per Class Rule 10.3 and 10.3.c. Hydraulic release valves are the only additional deck gear item permitted, as per 10.3

80. Is it permissible to replace the Starboard plastic wheel well plug on a boat that has converted from wheel to tiller? The replacement will be made of fiberglass and epoxy of the same or greater weight that will fit flush in the well. This will remove the potential for the helmsman to trip over the raised surface of the existing cover.

Yes. As long as the replacement cover is the same or greater weight. The wheel well cover (plastic or replacement) must be in place while racing.

81. Is it permissible to change the Harken blocks on the mainsheet to Lewmar blocks?

No. Changing builder supplied equipment is not allowed per Class Rule 10.3

82. Is it permissible to change the Harken blocks on the mainsheet to the next larger size Harken block if the original equipment breaks?

Yes. As long as the replacement block is the same type, and equal or greater weight. The supplied double block on the end of the boom is a 57 mm high load and may be replaced with part # 1971, a 75 mm Harken block. The single 57 mm blocks forward may be replaced with 75mm Harken blocks, part # 1969.

83. Is it permissible to switch from the wheel to a tiller more than once per year?

No. As per Class Rule 15.1. Each boat may voluntarily reweigh once per calendar year. The conversion from wheel to tiller or vice versa is an option, not intended as an optimization.

84. Is it permissible to put small blocks on the cockpit side to lead the tail of the cunningham, outhaul and traveller closer to the maintrimmer?

No. As per Class Rule 10.3, the only items that may be added are hydraulic release valves, fairleads, rope tail bags, handholds, footrests, footchocks, cleats, jammers and padeyes.

85. Is it permissible to receive an additional sail button in 2001 if a button was used prior to November 2000 to build a jibtop sail?

No. The rule to add a jibtop sail was not in effect prior to November 2000, and there is not a provision to grandfather that rule.

86. Is it permissible to add a lateral extension to the hydraulic pump handle to allow the sail trimmer to operate the handle from the outboard rail?

Yes.

87. If a charterer purchases sail buttons, and subsequently purchases a boat, is it permissible to receive a full new sail button allowance?

Yes. As per Class Rule 25.6, each owner of a new or brokerage boat may have the original inventory of nine sails, plus seven extra per year. Buttons may be applied to new sails, the previously purchased charter sails, or used sails purchased from another boat, but all buttons in a boat's inventory must be registered to that owner. In addition,

brokerage boat buyers may transfer ownership of any buttoned sails that came with the boat (outside the sail limitation) by purchasing the sail royalty, as per Interpretation 16.

88. Is it permissible to replace the builder supplied Lewmar mainsheet winch gears with Lewmar stainless steel gears?

Yes. The small gear is item #18, Part # 4500 3051, the large gear is item # 25, Part # 4500 3039.

89. Is it permissible to change the existing inboard fitting on the Farr 40 spinnaker pole to one that has a limited rotation, by using a fitting with a stop enabling only a 45 degree swivel?

No. As per Class Rules 3.4, 7.6 and 10.3

90. Is it permissible to replace the Spinlock XC/1 clutches for the halyards and optional topping lift with the new model Spinlock XCS8014/1W clutch?

Yes. As per Engineering Change Order 40017 from Carroll Marine, Ltd.

91. Is it permissible to remove pipe berths that were purchased as an Option for any Farr 40 One Design Class Racing?

Yes. Boats are weighed in the One Design Builder's Weight Configuration prior to installation of a Builder supplied option such as pipe berths, so they may be removed for Class Racing.

92. Is it permissible to use a soft shackle jib sheet for Farr 40 Class racing?

No. As per Class Rule Appendix 6, the specified fitting is a Presslock, Jr.

93. Is it permissible to change the Lewmar cabintop winches to Harken winches?

No. Changing builder-supplied equipment is not allowed per Class Rule 10.3 (see interpretation 81).

94. Is it permissible to replace the Sparcraft vang with a Hall Spars Quick Vang or Air Vang?

No. Changing builder-supplied equipment is not allowed per Class Rule 10.3 (see interpretation 81).

95. Is it permissible to use class approved and measured components that were not originally supplied and installed on the boat in question, including but not limited to keel, rudders and spars?

No. As per Class Rules 15.1 Weight, Appendix 1 Rule Weight Conditions, the Measurement Certificate-Complete Boat, Mast Compliance Certificate and Builder Compliance Certificate. If any boat component is changed, the One Design Certificate will be invalidated until the boat is re-certified under the quoted rules.

96. Is it permissible to use a continuous mainsheet and vang, using larger fairleads for the through-deck fittings to accommodate the splice?

A continuous mainsheet is permitted according to the Class Rule change to Appendix 6 approved in July 2003. A continuous vang is not permitted according to Class Rule 10.3. (modified by interpretation 130)

97. What is the length of time, after a sail has been registered and issued a royalty sticker, in which it can be deemed useless due to a defect in construction or material?

As per Class Rule 25.1, sails damaged beyond repair at a regatta may be replaced at the discretion of the Class representative. If a manufacturing or material defect exists, documentation from the manufacturer must be provided, and no more than one or two events may be raced using that sail, depending on the conditions at those events, and at the discretion of the Class representative.

98. Is it permissible to add two fasteners, one fore and one aft, of the eighth bolt aft on the jib track port and starboard?

Yes, provided that the bolts are flat head machine screws, 5/16 x 18 or metric equivalent, countersunk into the top of the track, not counter bored into the bottom of the extrusion.

99. How does a distance race become a class-designated event where the driver rule (1.2), jib top (25.1, 27.3) and offshore sails (29) come into effect?

Race organizers or regional class administrators must request the designation by submitting it in writing to the Class Secretary with details on the length of race and course type (inshore or offshore). The Notice of Race and/or Sailing Instructions shall state the applicable class rules that are in effect for the race.

100. Is it permissible to replace the cabintop Spinlock "XC" rope clutches with the Spinlock "XX" variety?

No. According to Class Rules 3.4, 10.3 and Interpretation 90.

101. Is it permissible to change the turnbuckle headstay pressure during a race?

No. According to Class Rule 19.14.

102. Is it permissible to add a short strop to the end of the boom padeye between the boom and the mainsheet block?

No. According to Class Rules 3.4, 7.6 and 35.1.

103. Is it permissible to sail with a # 5 jib without a sail button in heavy air regattas?

No. Class Rule 25.6 requires that all sails declared shall have a numbered Class button. There are no minimum requirements imposed on the Class Heavy Weather Jib in Class Rule 25.1. A storm jib not exceeding the dimensions stated in ISAF Offshore Special Regulations Rule 4.27.7 is the only sail that may be carried on board without a button, for safety purposes.

104. Assuming the class receives ISAF approval of the carbon sail proposal, is it permissible to use 2002 buttons to purchase carbon sails (built and buttoned in 2002), with the understanding that they will be eligible for use beginning in April 2003?

No. a) The rule change has not been approved by ISAF as of November 27, 2002. b) The existing rule does not allow carbon sails in 2002. The new rule states that carbon fiber cloth shall be permitted...beginning April 1, 2003. c) Owners voted on the rule change to become effective April 1, 2003 so that all owners have the same start date, and to give them time to get new sails built before their regular racing season begins. d) In addition, it would be unfair for the owners who have already used their allotment of 2002 sails during the 11 months of this racing season that have already passed.

105. Is it permissible to use a storm jib as a staysail for Farr 40 designated distance races, or when the Sailing Instructions require a yacht to carry a storm jib?

No. According to Class Rule 3.4, and ISAF Offshore Special Regulations 4.26.1.a. "...these sails...are not intended as part of the racing wardrobe".

106. Is it permissible to use any buttoned headsail other than a storm jib as a staysail for Farr 40 designated distance races?

Yes, according to Class Rule 3.4

107. Is it permissible to use short (8") aluminum winch handles or carbon fiber handles instead of the standard 10" that are supplied?

Yes, according to Class Rules 3.4 and 10.3c, which refers to a maximum velocity ration when using a 10" handle. An 8" handle would not exceed the maximum.

108. Is it permissible to replace the Harken 011 blocks used on the single part of the traveler control line with Harken 1540 blocks?

Yes, according to Class Rule 3.4 and 10.3.

109. Is it permissible to have a polypropylene tail on the main halyard?

No, according to Class Rules 19.8 and Appendix 6.

110. Is it permissible to set the spreaders on a Farr 40 at the same swept back angle as long as this angle meets the tolerance of the class rule? The method to be used for setting the angle would either be shimming the spreader or filler the spreader with an epoxy allowing for the spreader to sit on the bracket at the appropriate angle.

No, according to Class Rules 3.4, 4.6 and 19.5.

111. Is it permissible to use running rigging that is a different color from what is specified in Appendix 6?

Yes, according to Class Rule 3.4.

112. What are acceptable substitutes for the brand names of rigging that are listed in Appendix 6?

A list of acceptable materials is listed on the table of interpretations to Appendix 6.

113. Is it permissible to use PBO for running rigging?

No, PBO is not an acceptable substitute due to the material properties and cost.

114. What are the metric equivalents of the line diameter that is specified?

Metric equivalents are listed on the table of interpretations to Appendix 6.

115. Is it permissible to splice a tail or head section of a different material into any of the halyards?

No, Appendix 6 does not allow for tapered ends or splices on halyards.

116. Is it permissible to use a swivel cleat for the optional topping lift (see Interpretations 25 and 33) if the original builder supplied clutch is not removed?

Yes, according to Class Rule 3.4 and 10.3.

117. Is it permissible to have a tapered trailing edge on the foils?

No, according to Class Rules 11.1 and 12.1, the trailing edges should be flat as supplied from the builder.

118. Is it permissible to use a ratchet block in the spinnaker pole downhaul system?

No, according to Class Rule 3.4 and 10.3.

119. Is it permissible to remove one of the two Tylaska shackles for the headsails that are attached to the bow U-bolt fitting?

No, according to Class Rules 3.4 and 10.3

120. Is it permissible to remove the block from the spinnaker twing system to make it a 1:1 purchase?

No, according to Class Rule 10.3

121. Is it permissible to take one of the snap shackles/Tylaskas from the "U" bolt fitting in the bow and attach it to the "U" bolt with a shackle. The end result being that two snap shackles/Tylaskas are present but that one is shackled on permanently. The reason is to help the jib set better in light air.

No, according to Class Rules 3.4, 7.6 and 10.3

122. Is it permissible to have halyards that are either sewn or not sewn?

Yes, according to Class Rule 3.4.

123. Is it permissible to remove the wheel well after converting to a tiller?

No, according to Class Rules 3.4, 7.3 and 7.6.

124. Is it permissible to shorten the topmast backstay?

No according to Class Rules 3.4, 7.3, 10.3 h, 18.3, 35.1, Drawing #25 and interpretation #4.

125. Is it permissible to replace the jib tack ring with a Tylaska or equivalent shackle, or to add an additional shackle between the jib tack ring and the builder supplied Tylaska shackles that are attached to the boat stem U-bolt?

No according to Class Rules 1.0 and 3.4.

126. Is it permissible to mount the antenna for the VHF radio inside the boat?

Yes. The VHF antenna location is not specified in either the Farr 40 Class Rules or in the ISAF Special Regulations Category 4. Local regulations governing VHF antennas and documentation for regattas that are not Category 4 should be checked to make sure boats are in compliance.

127. Is it permissible to change the canted inside walls of the mast/deck partners (by adding laminate, filler, etc.) so the walls are vertical to allow the Spartite to stay on the mast and not have to be removed every time the mast is removed.

Yes, according to Class Rule 3.4. These modifications are not considered to alter the One Design configuration of the yachts. Mast collars may be modified by adding material to allow removable chocks, but shall not be modified by removing material.

128. Is it permissible to cover the on-deck bilge pump fitting with stickyback or any other type of tape?

No, according to ISAF Special Regulations Category 4, 2.03.1 (d) "All equipment...shall be readily accessible."

129. Is it permissible to use a Nomex/poly, Kevlar/poly or PBO/poly blended cover on the jib sheets?

Yes, cover material is not specified in Appendix 6. Jib sheets must comply with the core material specifications and cover strip length.

130. Is it permissible to splice the vang line together to make it a continuous line?

Yes, for safety reasons, the Management Group approves this request according to Class Rule 3.4. The splice shall meet the minimum breaking strength of the vang line. (This modifies Interpretation #96)

131. Is it permissible to have a full length batten pocket over an existing pocket to enable either a full length batten or a half length batten in the light, medium or heavy jib?

No, according to Class Rules 3.4 and Drawing 24B. If an existing sail has a full length batten pocket, other than the top batten, it shall be securely machine or hand sewn shut (with a minimum of 10 hand stitches).

132. What is the maximum jib batten length?

According to Drawing 24B, the top batten shall be full length. The remaining three battens shall be no longer than 1.25 m. Jib battens shall be approximately equally spaced along the leech of the jib.

133. Is it permissible to hand-stitch the sail buttons onto the sails to comply with Class Rule 25.6?

Yes, buttons must be either machine sewn all the way around or hand stitched with a minimum of three stitches per corner.

134. Is it permissible to replace the engine with Yanmar model 3YM30F, since the original model 3GM30FC has been discontinued?

Yes, model 3YM30F has been approved as equivalent equipment by the Management Group and the Designer, according to Class Rule 13.1

135. Is it permissible to replace the standard builder-supplied Tuff Luff Headfoil #1706.59 with a Harken Carbo Racing foil # 7001.16?

Yes, the new foil meets the weight and dimension specifications of the Class Rules and is approved by the Management Group according to Class Rule 18.3