FARR 9.2 ASSOCIATION OF AUSTRALIA

CLASS RULES November 2002

(Incorp. Amendments of August 2017)

(Incorp. Amendments of August 2016)

(Incorp. Amendments of October 2014)

(Incorp. Amendments of OCTOBER 2000)

(Incorp. Amendments of OCTOBER 1994)

(Incorp. Amendments of June 1989 & November 1989)

CONTENTS

1. GENERAL RULES

1.1. Class Objectives

1.1.1. The Farr 9.2 Class fulfils the dual role of competitive one design racing and comfortable cruising. These rules control and govern the Class to ensure that essential one design elements for class racing are maintained and to preserve cruising characteristics including comfort below decks, ease of handling, safety and value.

1.1.2. In addition to the rule and restrictions set out here, it shall remain at the absolute discretion of the Executive Committee of the Farr 9.2 Association of Australia to either refuse to issue a Class Certificate, or to require modification or the fitting of corrector weights before a Class Certificate is issued, where it is considered that a yacht seeking certification had been modified or altered in a manner contrary to the spirit of the Class.

1.1.2.1. The reshaping of hull, keel or rudder profiles or contours, or coring drilling out, replacement of standard equipment in any way to reduce weight or improve moments of inertia, is contrary to the spirits of the Class.

1.1.2.2. Notwithstanding the above, minor improvements and changes shall be encouraged where they improve comfort, maintainability, or cost of construction.

1.1.3. It is the spirit and intention of this Association to encourage competition between owner-helmsmen of Farr 9.2 yachts. Accordingly it shall remain at the absolute discretion of the Executive Committee of the Farr 9.2 Association of Australia (Inc.) or its delegate to accept or refuse an entry to an event conducted by it or to decide amended terms under which an entry may be accepted.

1.2. Crew Limits

1.2.1. The crew aboard for class racing shall not be less than four nor more than six, except where specifically varied in the Sailing Instructions, or with the express permission of the Race Committee, for the race or series concerned.

1.3. Definitions

1.3.1. In these rules "shall" is mandatory and "may" is permissive.

1.3.2. Drawings referred to shall be specifically limited to the following, which shall be considered as forming part of the rules.

Class Mast and Rigging Plan

Class Sail Plan

Class Interior Arrangement Plan

1.3.2.1. The latest edition of each of the above plans approved by the Executive Committee of the Farr 9.2 Association of Australia shall govern, except that change shall not be applied retrospectively.

1.3.2.2. Inclusion of plans and drawings as art of this rule is the express purpose of achieving the objectives set out at Rule 1.1. The issue of such plans and drawings

does not imply in any way approval to build or construct a Farr 9.2 or any part thereof, and such approval is subject to normal commercial practice and comply-right.

1.3.2.3. The interior shall be constructed from the registered mould with bulkheads. Any other forms of internal fit out must be approved by the Executive Committee of the Farr 9.2 Association prior to commencement of construction. A certificate will be issued on completion of construction should construction comply with Class Interior Arrangement Plan and to all relevant rules.

2. HULL DESIGN, CONSTRUCTION AND FITTING OUT

2.1. Hull

2.1.1. The hull shall be moulded in glass reinforced plastic in the female mould certified by the Executive Committee of the Farr 9.2 Association as complying with the Class Rules.

2.1.2. Exceptionally hulls manufactured prior to 1 January 1989 may be constructed of epoxy impregnated strip planked cedar.

2.2. Deck

2.2.1. The deck shall be moulded in glass reinforced plastic, in a female mould certified by the Executive Committee of the Farr 9.2 Association as complying with the Class Deck Plan.

2.2.2. The type and arrangement of deck blocks, jammers, cleats, halyard and control line leads, boom vangs and winches is optional, provided that no halyards or control lines shall pass below decks, and that all halyards, control lines and winches shall be operable by a crew member located fully above decks.

2.2.2.1. Not more than five winches shall be fitted, including those used for halyards and control lines.

2.2.2.2. Hydraulic means of adjusted standing and running rigging is prohibited.

2.2.3. Lifelines and stanchions are optional. The pulpit and pushpit shall comply with Australian Yachting Federation Safety Regulations Part 1 Offshore Racing Category 3 and shall not be removed for racing.

2.2.3.1. The transom board may be removed and stowed below whilst racing lifelines across the stern are optional.

2.3. Keel

2.3.1. The keel shall be of lead containing between 3% and 7% antimony and shall be cast from the pattern certified by the Executive Committee of the Farr 9.2 Association.

2.3.2. The keel with keel bolts, after rough faring and including the wood section above the lead shall weigh not less than 950kg and not more than 1300kg.

2.4. Rudder

2.4.1. The rudder shall be moulded in glass fibre reinforced plastic with stainless steel stock and webs and shall be made in a female mould certified by the Executive Committee of the Farr 9.2

Association.

2.5. Interior Arrangement

2.5.1. The basic interior arrangement shall be in accordance with the Class Interior arrangement plan(s)

2.5.1.1. Variations shall be permitted in the layout of the gallery, toilet and chart table, provided that there is no essential change to the position of main bulkheads.

2.5.2. All accommodation and below deck fitting out shall be soundly constructed of wood or glass reinforced plastic, or a combination of both and shall be permanently fitted.

2.5.3. A minimum of five berths shall be fitted, excluding any folding pipe cots or similar temporary berths.

2.5.4. Gallery facilities shall comprise at least a permanently fitted sink, food preparation and stowage space, insulated ice box and a stove with at least two burners,

2.5.5. Toilet facilities shall comprise a fitted flush type WC of equal size and shall comply with appropriate State legislation with regard to discharge overboard of waste.

2.6. Engine and Propeller

2.6.1. An inboard engine shall be fitted and may be installed in either the conventional shaft or sail drive configuration.

2.6.2. The engine shall be rated at not less than 6.0 kilowatts (8HP) in continuous operation and weigh not less than 76 kilograms dry weight. For the purpose of this rule, manufacturer's specifications shall be acceptable.

2.6.3. The type of engine and propeller fitted shall be optional, subject to the above limitations, provided that a speed of not less than 5 knots can be achieved in smooth water. In case of doubt a practical demonstration may be required at the discretion of the Class Measurer.

2.7. Certification

2.7.1. The builder shall provide certification that the hull, deck, keel and rudder have been constructed in accordance with these rules, using approved moulds and that the accommodation and below decks fittings out conforms to the spirit of the class.

2.7.1.1. Builder certificates shall be in accordance with the proforma ANNEX A to these rules.

2.7.1.2. Where fitting out of a hull is completed by other than the builder, the appropriate part of the Certificate shall be completed by the Class Measurer and approved by the Executive Committee of the Farr 9.2 Association of Australia.

2.8. Safety Equipment

2.8.1. Except where otherwise specified in the Sailing Instructions , safety equipment in compliance at least with Australian Yachting Federation safety Regulations, Addendum B Part 1, Category 6, 1989 93 Yacht Racing Rules.

2.9. Weight

2.9.1. The total weight of the boat complete with mast spars and rigging shall not be less than 2800 kilograms minimum.

2.9.2. In determining this weight, all portable items of gear and equipment etc. shall be removed except for:

- All deck gear and fittings, including spinnaker gear, standing and running rigging, halyards and control lines etc.
- Sails complete with sail bags not exceeding those listed at Rule 4.1.3.
- Interior arrangements including the stove.
- All equipment necessary to comply with Australian Yachting Federation Safety Regulations "Addendum "B" Category 6.
- Permanently fitted electronic equipment such as echo-sounders, logs, wind speed and direction indicators, radios and the like.

2.9.3. A boat which weighs less than the required minimum shall be fitted with correctors to bring the weight up to the required value. The correctors shall be positioned as required by the Class Measurer to ensure that no advantage accrues from light hull weight.

NOTE: Whether or not a boat exceeds the required minimum weight, additional correctors may be required in compliance with Rule 1.1.2. For example where the method of interior fit out significantly reduces the longitudinal moments of inertia of the hull, or where boats have Keel weights exceeding 1100Kg.

2.9.4. Water and fuel tanks shall be taken as empty when a boat is weighted.

2.9.5. All accommodation, fixtures, fittings and equipment in place when the boat is weighed shall remain affixed and on board whilst racing, except for:

- Safety equipment not required for the category of race, or to comply with State safety requirements appropriate to the sailing area.
- Berth cushions.

3. MAST, SPARS AND RIGGINGS

3.1. Mast

3.1.1. The mast shall be constructed of aluminum alloy and shall be certified by the spar maker as complying with the approved mast and rigging drawing.

3.1.1.1. The mast certificate shall be in the format given at ANNEX A to these rules.

3.1.2. The maximum height of the mast, measured from the deck along the forward fact to the extreme top, excluding such fittings at the mast head as navigation lights, radio antennae, wind speed and/or direction sensors, etc., shall not exceed 11,300 metres.

3.1.3. Cap Shrouds shall be attached to the mast at a distance measured along the forward face of the mast from the top of not less than 2.240 metres or more than 2.280 metres.

3.1.4. The forestay shall be attached to the mast at a distance measured along the forward face of

the mast from the top of the cabin to the "I" point of not more than 9.270 metres.

3.1.5. The length of each cross tree shall be not less than 0.940 metre, measured athwartships from the centre-line to the mast to the Centre to the cap shroud.

3.1.6. The mast section shall weigh not less than 2.900 kilograms/metre including mainsail luff track, if fitted, but excluding any internal wiring conduits etc.

3.1.7. The moment of inertia of the mast section shall not be less than:

Longitudinal	2.25 kilograms/metres
Athwartships	1.06 kilograms/metres

3.1.8. The mast section shall be essentially constructed from base to the attached point for the cap shrouds and may be tapered as shown on the approved drawing thereafter.

3.1.8.1. Exceptionally, internal or external sleeving any be added to effect repairs following breakage or damage to the mast, but not otherwise to alter bend characteristics or weight distribution.

3.1.9. The mast shall be deck-stepped, and shall be located such that the forward face of mast, measured horizontally from the base of the mast at coach roof level, is not less than 3.00 metres nor more than 3.200 metres from the centre of the pin attaching the forestay to the stem.

3.1.10. The chain plates for the cap and lower shrouds shall be located not less than 600mm nor more than 650mm abaft the forward face of the mast, measured to the athwartship centerline of the fittings.

3.1.11. The stem shall be taken as the intersection of the bow profile and the Centre-line of the deck, excluding any bow fittings of attachments.

3.2. Main Boom

3.2.1. The main boom shall be constructed of aluminum alloy in accordance with the approval mast and rigging drawing and shall not be permanently bent.

3.2.2. Outhaul and reefing arrangements on the main boom for the mainsail, mainsheet attachment and the vang arrangement are optional.

3.3. Spinnaker Boom

3.3.1. The spinnaker pole length shall not exceed 3.700 metres, measured from the center-line of the yacht to the extreme outboard end the pole, with the pole in its normal fitting on the mast and set in a horizontal position athwartship.

3.3.2. Spinnaker booms shall be carried on or close to the deck when not in use or may be stowed below and shall not be stowed along the main boom.

3.4. Jockey Pole

3.4.1. A jockey pole is permitted for the sole purpose of carrying the spinnaker guy clear of the shrouds and/or guard-rails when reaching.

3.4.2. The jockey pole length shall not exceed 1800mm, measured from the centre-line of the yacht

to the extreme outboard end of the pole, with the pole in its normal fitting on the mast and held in a horizontal position athwart ships.

3.5. Standard Rigging

3.5.1. Standing rigging shall comprise cap shrouds, lower shrouds, forestay and backstay only, arranged in the swept spreader fractional rig configuration in accordance with the approval mast and rigging drawing.

3.5.1.1. Running backstays, or other devices to control or limit mast bend underway are prohibited.

3.5.1.2. The cap shrouds, lower shrouds or forestay shall not be adjusted whilst racing, except in the event of damage to the rig.

3.5.1.3. The backstay may be adjusted whilst racing and the means of so doing optional.

3.5.2. Riggings wire shall not be less than 5.5mm diameter for cap shroud, lower shrouds and forestay. Backstay to be either minimum 5mm stainless steel wire or 5mm Dyneema/Spectra.

3.6. Running Rigging

3.6.1. Running rigging arrangements comprising the mainsheet, jib sheets, spinnaker guy and sheet and any additional running rigging such as barber-haulers, spinnaker sheet chokers, etc. are optional.

3.6.2. Jib sheet tracks shall be run essentially fore and aft and arthwartships track arrangements are prohibited. An additional jib sheet track on the edge of the coach roof for the Blade Jib is permitted.

3.6.3. Any discrepancy may be approved by the Measurer in his absolute discretion where such discrepancy is considered insignificant or inadvertent and considered within the bounds or normal manufactures variances.

4. SAIL MEASUREMENTS AND LIMITATION

4.1. General

4.1.1. Sails shall be measured in a dry state on a flat surface with just sufficient tension to remove wrinkles across the line of measurement being taken.

4.1.2. All sails shall be set and trimmed in a manner consistent with the way they are measured.

4.1.3. Sails carried on board for class racing shall not exceed.

One Mainsail

One Number 1 Genoa

One Number 2 Headsail

One Blade Jib

Two Spinnakers

4.1.4. Deleted

4.1.5. A jib be set in lieu of spinnaker, with its clew attached closely to the end of the spinnaker pole.

4.2. Certification

4.2.1. All sails used for Class Racing, except for heavy weather sails complying with Australian Yachting Federation Safety Regulations. Addendum "B" shall be provided with as certificate of compliance with the Class Rules and shall be numbered otherwise identified. Sail certificates shall form part of the Class Certificate and shall be issued by the Class Measurer, appointed in accordance with the Constitution of the Farr 9.2 Association.

4.2.2. Sail Certificates shall be in accordance with the proforma at ANNEX A to these rules.

4.3. Mainsail

4.3.1. Mainsail dimensions shall not exceed:

Luff:	10.200 metres
Leech:	10.900 metres
Foot:	4.100 metres

4.3.2. The number of battens shall not exceed four

4.3.3. Deleted

4.3.4. The mid-girth shall not exceed 2.665 metres and the upper mid girth (MGU) shall not exceed 1.558 metres.

NOTE: Mid girth shall be measured in accordance with the procedure set out in ANNEX B to these rules.

4.3.5. The headboard, measured at right angles to the luff, shall not exceed 0.150 metres.

4.3.6. Roach, slab or flattening reefs are permitted along the foot of the mainsail only.

4.4. Jibs

4.4.1. A jib is any sail, other than a spinnaker, set in the fore triangle. To be measured as a jib, the width at half height shall not exceed 50% of the length of the foot.

NOTE: With at half height shall be measured in accordance with the procedure at ANNEX B to these rules.

4.4.2. No.1 Genoa dimensions shall not exceed:

Luff	9.920 metres
Leech	9.400 metres
Longest Perpendicular	4.650 metres

4.4.3. No.2 Genoa dimensions shall not exceed:

Luff	9.920 metres
Leech	Not Specified
Longest Perpendicular	4.185 metres

LP 135% of J

4.4.4. Blade Jib dimensions shall not exceed:

Luff	9.800 metres
Leech	8.900 metres
Longest Perpendicular	3.050 metres

4.4.5. The distance from the mid-point of the foot to the mid point of the luff shall not exceed 55% of the length of the leech.

4.4.6. A Headboard shall not be permitted in any jib

4.4.7. Battens may be used in jibs provided:

4.4.7.1. The number fitted does not exceed four arranged with approximate equal spacing between head and clew.

4.4.8. A full-groove device is permitted provided:

4.4.8.1. Such device is of constant section throughout its length and is either essentially circular in section, or is free to rotate without restraint.

4.4.8.2. The maximum dimension measured at right angles to the longitudinal axis, does not exceed 0.040 metres.

4.4.8.3. When changing headsails the same Genoa Halyard must be used on the new sail as was used on the previous sail.

4.4.9. A jib may be sent flying provided that it is tacked down in such a position that, if the sail were trimmed flat along a parallel to the centre-line of the yacht, its clew would not be more than 4.650 metres from the forestay.

4.4.9.1. No tack pennant exceeding 0.762 metres may be used on a jib when flying, except for a heavy weather or storm jib complying with Australian Yachting Federation Safety Regulations, Part 1 - Ocean Racing.

4.5. Spinnaker

4.5.1. To be measured as a spinnaker, the sail must:

4.5.1.1. Have essentially equal luff and leech lengths.

4.5.1.2. Be symmetrical about a line from the head to the centre of the foot.

4.5.1.3. Have a half-length width of not less than 75% of the foot length.

NOTE: Half height width shall be measure in accordance with procedure at ANNEX A to these rules.

4.5.2. Spinnaker dimensions shall not exceed

Luff	10.30 metres
Leech	10.30 metres

Maximum Width 6.10 metres + or - 50mm

NOTE: Maximum width shall be measured in accordance with the procedure at ANNEX B to these rules.

4.5.3. Spinnakers shall be sheeted from only one point of the sail. The following are prohibited.

4.5.3.1. Headboards

4.5.3.2. Adjustable luff/leech lines

5. HELMSMAN

5.1.1. Subject to Rule 1.1.3. if a helmsman is not an owner or a part owner of a registered Farr 9.2 yacht in order to compete in a State National or Inter-Dominion Championships , the nominated helmsman must have sailed in 10 Divisional or Farr 9.2 Association races in the past twelve months.

5.1.2. All competing helmsman must be fully paid member of the Farr 9.2 Association of Australia.

ANNEXURE B MEASUREMENT PROCEDURES

Mainsail Mid-Girth (MHW)

The mainsail half girth (MHW) measurement shall be the shortest distance between the half leech point and luff.

The half leech point is determined by folding the head of the sail to the clew, placing the front top corner of the head at extension of the leech and foot.

Mainsail Upper Mid –Girth (MGU, MTW)

The mainsail upper mid-girth (MGU) shall be the shortest distance between the three quarter leech point and the luff.

The three quarter leech point is determined by folding the head to the half leech point.

Jib Half-Height Width

The width of a jib at half height shall be the distance between the mid point of the luff and the mid point of the leach, determined in each case folding the head to the tack and clew respectively. The mid point is the intersection of the resulting fold with the edge of the sail.

Spinnaker Half-Height Width

Spinnaker half height width shall be the distance between the mid points of the luff and leech measured along the shortest path on the surface of the sail.

Spinnaker Maximum Width

Spinnaker maximum width shall be the maximum dimension, whether at the foot or across the body of the sail, measured between points on the luff and leech equidistant from the head, along the shortest path on the surface of the sail.