



## Class Rules and Restrictions for One Design Farr 1020 Association Racing

### General

- a) The Farr 1020 Yacht is a one design class, created to fulfil the diverse needs of sailors such as cruising, one design racing and handicap racing. These rules and restrictions aim to establish control and maintain the Farr 1020 as a One Design Class and preserve important design characteristics such as ease of handling, comparative low cost of ownership, safety and comfort. These rules and restrictions may be amended only under the procedures set out in the constitution of the Farr 1020 Association of New Zealand. Any such changes only become effective, following approval by or on behalf of Yachting New Zealand.
- b) Except where variations are specifically permitted, yachts of this class shall be alike in hull, deck, keel, rudder and mast constructions, weight and weight distribution, sail plan and equipment.
- c) All yachts shall comply with official plans, building specifications and the class rules. No alterations or modifications are permitted unless explicitly stated in these rules.
- d) Alterations or modifications to official plans and class rules shall only be permitted with approval by the required majority of owners as specified in the Farr 1020 Owners Association Constitution.
- e) Definitions:
  - i "Official Mould" - is one approved by the Farr 1020 Association.
  - ii "Builder" - is one licensed by the Designer.
- f) The Class rules shall be read in conjunction with the following drawings:
  - i Drawing K5-Structural Internals
  - ii Drawing K6-Interior Arrangement
  - iii Drawing K7A-Deck Layout
  - iv Drawing K8B-Sail Plan and Rig

### Construction and Measurement

- a) General: The hull, deck, interior layout, keel, rudder, sail plan, mast and basic fittings shall conform to the building specifications, class rules and official plan.
- b) Hull, Structural Interior Hull Liner and Deck: The hull liner and deck shall be moulded in glass reinforced plastic to the building specifications of lamination and shall be produced from the official moulds of Bruce Farr design No. 121.
- c) The Deck layout shall be as per Drawing K7 except for the placement of cleats and jammers. A maximum of six winches are allowed. The type of deck blocks or cleats is optional.
- d) The interior arrangement shall be as per drawing K5 and K6 from Bulkhead B on forward side of mast to forward end of cockpit. A minimum of six berths shall be required. Two of these must be forward of Bulkhead B. Pipe berths shall not be permitted. Variations in galley and freezer/chart table dimensions may be permitted. A variation of drawings K5 and K6 shall be permitted to allow for the alternative placement of the fuel tank behind the motor. The fuel tank shall be constructed of stainless steel and be of a minimum capacity of 68 litres. (15 gallons). The dimensions and placement of this tank are to be in accordance with the drawings available from the association.
- e) The lifelines, stanchions and pulpits shall comply with Y.N.Z Safety Regulations Part II offshore racing Category 3.
- f) The chainplates shall be fixed to the forward side of Bulkhead C and chainplate doubler as specified in drawing K9.
- g) PROHIBITIONS - The following are not permitted:

- a) Coring, drilling out, rebuilding, replacement of materials, grinding or relocating standard equipment in any way to reduce weight to improve moments of inertia or to change standard shapes.
- b) Reshaping hull profiles or contours.

## Keel

- a) The keel shall be of moulded lead containing 3% antimony and shall be cast in the official mould, held by the builder.
- b) The keel shall weigh a minimum of 1405 kg and shall be attached to the hull in accordance with the designers specifications.

## Rudder

- a) The rudder shall be supplied by the builder and shall be built from the official moulds.
- b) The weight of the rudder including the stock shall not be less than 34kg.
- c) The distance from the forward edge of the rudder stock to the forward edge of the tiller recess in the cockpit sole measured horizontally with the fibreglass cockpit sole shall be 150mm plus or minus 10mm.

## Mast

- a) The mast shall be of aluminium extrusion supplied by a licensed Spar Builder from a die approved by the Farr 1020 Owners Association. The extrusion shall have a constant taper down to a point 3.1m plus or minus 100mm from the top of the mast extrusion, with a circumference of 220mm plus or minus 10mm at the top of the mast extrusion. The mast extrusion shall be fitted with a riveted external 22mm aluminium track. No alterations or modifications to the mast extrusions are permitted except to facilitate the attachment of rigging and fittings as specified in these rules.
- b) Standing rigging shall be in accordance with Drawing K8 and these rules.
- c) The distance from the forward surface of the mast at deck to the stem shall be 3.555m. plus or minus 12mm.
- d) The mast shall be fixed at the mast bearing beam and be chocked at the deck level in a way that the mast shall not be altered when racing.
- e) The height of the mast base fitting from the upper surface of the mast bearing beam to the bottom of the mast extrusion at centre aft shall be 15mm.
- f) Mast measurements from the top of mast extrusion shall be from intersection of aft face of mast tube and top face of crane.
- g) Mainsail head shall be kept below bottom edge of contrasting coloured band (minimum width 25mm) being 0.210m below top of mast (f) on aft face of mast.
- h) The spinnaker halyard exit at top of sheave shall be 1.520m plus or minus 20mm from top of mast.
- i). The top end of the foretriangle shall intersect the forward face of the mast 2.185m plus or minus 20mm from the top of mast.
- j) The upper shrouds shall intersect the mast wall 2.405m plus or minus 30mm from the top of the mast.
- k) The centreline of the spreaders at forward face of mast shall be 7.500m plus or minus 12mm) from top of mast.
- l) The lower shrouds shall intersect the mast wall 7.650m plus or minus 50mm from top of mast.
- m) Not more than two spinnaker pole bales and one storage ring shall be fitted to the forward surface of the mast. The top bale shall be 11.755m plus or minus 20mm from top of the mast and lower bale being 12.245m plus or minus 20mm from top of the mast. The storage ring, if fitted shall be placed no more than 100mm above the deck collar. Alternatively a track and pin adjustable spinnaker pole attachment fitting may be fitted allowing the spinnaker pole to be carried in the positions specified above for permanently fitted bales. These positions are to be clearly marked on the mast by a contrasting coloured band of 25mm width. The Spinnaker Pole Bale shall be set to one of the above positions and not adjusted while racing. Roller car adjustment of the spinnaker pole height is prohibited
- n) The top of the boom and top edge of coloured band (minimum width of band 25mm) shall be 12.330m plus or minus 12mm from top of mast.
- o) The distance from the top of the mast to the bottom of the mast extrusion shall be 15.170m plus or minus 6mm.
- p) The forestay and shrouds shall not be adjusted while racing.
- q) The overall length of the spreaders from the surface of the mast to the bearing point of the upper shrouds shall be 1120mm plus or minus 6mm. A straight line between the shroud bearing point of each spreader shall be 0.450m plus or minus 12mm measured as the shortest distance from the aft edge of the mast extrusion.

## Standing Rigging

Standing rigging shall be in accordance with specifications detailed on Drawing K8. The mast standing rigging shall only consist of the one forestay (with optional equipment fitted) one backstay and backstay bridle, two upper shrouds and two lower shrouds.

The forestay shall be 6mm diameter stainless steel rod or 7mm 1x19 stainless steel wire. The upper and lower shrouds shall be only be of stainless steel multistrand (1x19) stainless steel wire with minimum diameter of 7mm.

The backstay shall be one of the following:

- a) 316 stainless steel 1x19 multi-strand wire with minimum diameter of 5mm.
- b) Synthetic fibre (Dyneema™, Spectra™, Vectran™, Dynex™ or similar) that is protected from U.V. and chafe by a sheath, with a minimum diameter of 5mm and a minimum breaking load of 3000kg. The sheath can be an over braided cover of the same or different material.

### Boom

a) The boom shall be manufactured from aluminium alloy.

The boom shall not be permanently bent.

b) The attachment point for the mainsheet shall be fitted to the boom 4.600m plus or minus 12mm from the aft face of the mast.

c) The outhaul track shall be a maximum of 450mm in length.

d) The only other attachment points on the boom shall be for boom vang, reefing equipment and gooseneck.

e) The mainsail clew shall be kept inside the inside edge of contrasting coloured band (minimum width of band 25mm) being 4.780m from the aft face of the mast when the boom is amidships and at 90 degrees to mast.

f) The attachment point for the boom vang shall be fitted to the boom no further aft than 1.600m from the aft face of the mast.

### Running Rigging

a) Running rigging shall be in accordance with at least minimum specifications detailed on drawings K8 (sail plan and rig) and K7 (deck layout).

b) Lazy braces may be permitted.

### Spinnaker Pole

a) Measurement of spinnaker pole will be taken with spinnaker pole attached to spinnaker bale on mast and square to mast and against forestay. The length of the pole from the face of the mast to the inside face of the parrots beak at the outer end shall not exceed 3.910m.

b) Spinnaker downhaul system is optional.

c) Spinnaker topping lift system is optional.

### Weight

a) That all up weight for class racing excluding crew shall not be less than 4300kg. Lead correction weights shall be fixed in the locker by the chain plates if the boat is under weight. Internal ballast shall not be allowed, apart from corrective weights.

A freeboard measurement point will be established and a minimum freeboard restriction allowing for interior arrangement as specified in the drawings will be allowed. Light interior construction will be compensated for by use of weight correctors carried in a position detrimental to performance.

b) The boat shall be weighed with the following fittings and equipment on board:

- 1) All deck fittings in accordance with drawing K7A including spinnaker gear and all standing and running rigging.
- 2) Sails - Mainsail, No 1. Genoa, No 2. Genoa, Jib, No 1. Spinnaker, Storm Jib.
- 3) Interior arrangement as described in 2(d) including functional toilet, cooker and all bunk cushions.
- 4) Lifelines, stanchions and pulpits as described in Category 3.
- 5) Sea cocks or valves in accordance with Y.N.Z Safety regulations for offshore racing category 4.
- 6) Water tanks and fuel tank as detailed in drawing K6. One additional container capable of holding 9 litres (2 gallons) of water.
- 7) Fire extinguishers at least two in accordance with Category 4.
- 8) One manual bilge pump operable from cockpit.
- 9) Two buckets with lanyards.
- 10) Anchors, two of suitable size with cables. Cable to include at least 5.4 metres of suitable chain.
- 11) Two flashlights as per Category 4
- 12) First aid kit as per Category 4
- 13) Compass, marine type properly installed and adjusted.
- 14) Spare compass.
- 15) Charts, light list and piloting equipment.
- 16) Lead line or echo sounder.

- 17) Log or distance measuring equipment.
- 18) Navigation lights as per Category 4.
- 19) Emergency equipment as per requirements of section 10 of Category 4.
- 20) Life jackets, one for each crew member. Life jackets shall bear the SANZ mark verifying compliance with NZS 5428:1989 Types 401, 402, 403, 404, and 405.
- 21) One horseshoe life ring.
- 22) Distress signals in accordance with Category 4.
- 23) Heaving line 50 ft (16m).
- 24) All boats to comply with Category 4 (without liferaft).
- 25) Stove with oven.
- 26) Built in table.

## Engine

- a) The weight of engine including gearbox to be 150kg minimum - dry weight.
- b) The forward extremity of the motor must not be less than 1 metre aft of galley bulkhead "D".
- c) Main batteries to be positioned no further forward than the aft keel bolt.

## Crew

The maximum crew for class racing shall be seven.

## Optional Equipment

The following are permitted when racing:

- a) Barber haulers for spinnaker sheets.
- b) One Twin headstay luff groove device but only one headsail can be attached at any time.
- c) Electronic devices to record and measure boat speed, distance, water depth, wind speed and direction.
- d) Additional safety devices and equipment to owner's requirements or to comply with Y.N.Z safety regulations.
- e) Optional boom vang system shall be permitted.
- f) Furling Headsails are permitted (provided they meet sail measurement restrictions)

## Prohibitions

- a) Running backstays or devices to simulate such.
- b) Halyard locks or hook up devices.
- c) Stowage of the spinnaker pole on main boom.
- d) Spinnaker chutes through deck.
- e) A wire strop or use of wire in the mainsheet control system.
- f) Any equipment or device to feed halyards or control lines below deck.
- g) Athwartships genoa/jib tracks or any variation from system on drawing K7A.
- h) Remotely adjustable genoa cars.

## Exceptions

- a) The squabs from the forward cabin, main cabin and quarter berth(s) may be removed when racing.

## Boat Certification

- a) Boats wishing to compete in recognised class racing events will be required to have an official certificate issued by the committee.

*This rule to become effective as at 1st October, 1986.*