

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 inhauler 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 inhauler 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~~ WORLD SAILING Offshore Special Regulations Category 4 Rule ~~3.05~~ 3.02.01 (Updated April 15, 2016)

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 WORLD SAILING 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 WORLD SAILING Offshore Special Regulations Rule ~~4.27.7~~ 4.26.2 is the only sail that may be carried on board without a button, for safety purposes. (Updated April 15, 2106)

104. Assuming the class receives WORLD SAILING 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 WORLD SAILING 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 WORLD SAILING Offshore Special Regulations 4.26.1.a. "...these sails...are not intended as part of the racing wardrobe".~~ (Updated April 15, 2016 as this clause has been removed from WORLD SAILING Offshore Special Regulation 4.26.1 a).

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 WORLD SAILING 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 WORLD SAILING 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.

136. Is it permissible to build a spinnaker in 2006 to the new masthead spinnaker rule recently passed by the class, and have it buttoned prior to January 1, 2007, using a 2006 sail button?

No. Buttons may only be used on new class sails according to class Rule 25.6. The new masthead spinnakers only become "class sails" on and from the 1st January 2007. Any new masthead spinnaker will need to be buttoned on or after that date with a 2007 button. An extra button will be allowed in 2007 for a masthead spinnaker.

137. Is it permissible to refinish original Builder Supplied Hardware to extend the usable life and improve the appearance of the hardware? This may include, but not be limited to, re-texturing and re-anodizing worn winch drums.

Yes, provided that the refinishing does not affect weight or efficiency of the winch and any other builder supplied equipment.

138. Is it permissible to remove one of the two fractional wing halyards exiting on the starboard side of the mast in order to install the masthead spinnaker halyard, using the existing turning block?

Yes, Class Rule 19.8 requires a minimum of three forward halyards, so one starboard fractional wing halyard may be removed.

139. Is it permissible to add a fourth Spinlock XX0812 jammer (or replace an existing fourth Spinlock XCS jammer) on the cabintop for the masthead halyard or the topping lift?

Yes, an optional fourth jammer is allowed per Class Rule 3.4 and 10.3.

140. Is it permissible to replace the rudder bearings with the Jefa Rudder Series 41000?

Yes, as per Engineering Change Order 40023 from US Watercraft.

141. At what stage of manufacturing does spinnaker cloth weight need to be certified and recorded to insure that it complies with the minimum Farr 40 cloth weights?

Spinnaker cloth shall be weighed on an accurate scale capable of resolving .1 gram per square meter precision in accordance with textile industry standards.

A test shall be performed on a sample from each production batch of cloth immediately following the manufacture of each and every roll. The cloth weight shall be measured and recorded prior to cloth from the production batch being cut into sail panels or used in a finished sail. It is the responsibility of the sailcloth manufacturer to certify the test has been performed and recorded, and that rolls from the certified batch are appropriately labeled to indicate this certification, such as a "G40" or "G30" inventory number or product code on each packaged roll of cloth in accordance with the current Farr40 class minimum spinnaker weights of 40g/sq.m and 30g/sq.m.

142. Is it permissible to remove cockpit foot rests from the boat?

No, as per class rules 7.3 and 7.6.

143. Is it permitted for a crew member to wear a device or clothing that is designed to spread the load of the lifelines on the abdomen, to make hiking more comfortable or that permits a crew member to hike harder, further, longer or more aggressively?

No. Such clothing or device is considered to be a device that is designed to position the crew member's body outboard and it therefore is not permitted under RRS 49.1.

144. Is it permissible to install foam padding on the lower life line as it is not a builder supplied item and it is not covered by class rules?

Yes, provided the foam padding & cover do not exceed 1 ½" overall diameter. Per Class Rule 10.4 the lower lifeline deflection shall be measured from the center of the lower lifeline wire.

Interpretation 144 was withdrawn on 4 March 2008 and replaced with Interpretation 145.

145. Is it permissible to install foam padding on the lower life line as it is not a builder supplied item and it is not covered by class rules?

Yes, provided the foam padding & cover do not exceed 3" overall diameter. Per Class Rule 10.4 the lower lifeline deflection shall be measured from the center of the lower lifeline wire.

146. Is it permissible to carry a Trysail onboard in addition to the 9 declared sails on the Appendix 5 document during Farr 40 class racing?

No. As per Class Rule 25.1 unless the event is a designated Farr 40 distance Race and Appendix 5.

147. Is it permissible to carry a Storm Jib onboard in addition to the 9 declared sails on the Appendix 5 document during Farr 40 class racing?

No. As per Class Rule 25.1 and Appendix 5.

148. Is it permissible to have a carbon fiber headboard, or in place of that a batten as a headboard stiffener?

Yes. The headboard or headboard stiffener may be constructed from, Carbon Reinforced Plastic, Kevlar Reinforced Plastic, Glass Reinforced Plastic, Aluminum, or Steel. The entire headboard shall fit within the dimensions defined in the following diagram # 31.

This Interpretation is effective September 1st, 2010. This Interpretation shall be incorporated into the class rule at the next AGM.

149. Are North 3DI Sails allowed for Class Racing?

No. The Executive Committee decided, prior to the 2011 Rolex Farr 40 World Championship, to ban North 3DI sails while other development classes like the TP 52 and Maxis experimented with the technology. The issue remains open to reconsideration after the 2011 Farr 40 European Championship in Istanbul, Turkey in October, when the Executive Committee will revisit it and decide how to proceed. The rationale is that the Farr 40 Class, as it has done with new technology in the past, should allow other classes to work out the bugs before permitting the use of North 3DI sails. The ban shall remain in effect until the Executive Committee rules otherwise.

150. As a paid up Class member for 2010, if I elect to join for 2011 as a Corinthian member do I qualify for a One Design Certificate and nine sail buttons at no charge?

No. The intent is to attract Corinthian Farr 40 owners who have not been members of the Class in the past two years. Only Corinthian owners who have not been members of the Class Association since 2008 or before shall qualify for a One Design Certificate and nine sail buttons at no charge.

151. May you change the Offshore Spinnaker rule from a fractional spinnaker to masthead spinnaker?

Yes. Rule 29 defines the offshore spinnaker as fractional. However since the Class has allowed masthead spinnakers an longer poles, effective immediately it is permitted to use a masthead spinnaker, constructed from cloth of no less than 40 grams/meter², as the offshore spinnaker.

152. I am replacing my jib tracks and cars and mainsheet traveler track and car. The original builder supplied parts are no longer available. What am I permitted to use.

You are permitted to use the following Harken parts for replacement of the parts which are no longer available.

Jib Tracks: Harken R27.1.2M 27mm Midrange Track 1.2 meters long
Jib Cars: Harken HMR97 27mm Midrange, Farr 40 with reinforcement

Mainsail Traveler Track: Harken R32.2.1M 32mm BigBoat Track 2.1 meters long
Main Traveler Car: Harken T3203B.HL 32mm BigBoat HiLoad, Toggle with Ears

In addition, if one of the mounting bolts on the jib tracks penetrates the main bulkhead preventing a washer and nut from being installed, you may move the track 50 mm aft, but the track may not be shortened from its original length. The distance from station 7 to the aft end of useable length shall be 2425mm +/- 15mm. The track may not be moved inboard or outboard from its current location.

Further, any yacht removing then reinstalling existing tracks for maintenance purposes may relocate them in accordance with this interpretation.

153. Will North 3Di sails be allowed for Class Racing in 2012?

Yes. The Class Technical Committee has approved a phase-in of the use of 3Di sails, with a partial inventory allowance of three (3) 3Di sails for 2012, as part of each boat's allotment per Rule 25.6 (d). This becomes effective January 1, 2012 and applies to all boats including any new boats or brokerage boats purchased in 2012.

At the end of the 2012 northern hemisphere season the Technical Committee will revisit the issue and decide whether to allow unrestricted use of 3Di mainsails and jibs for 2013.

In addition the Class Technical Committee has approved the use of carbon fiber, and 3Di construction, for the required heavy weather jib, effective July 18, 2011. As that sail does not require a button it does not count towards the three (3) 3Di sails described in the first paragraph of this Interpretation.

154. Are we allowed to add a G-10 plate around the top of the keel for fairing to facilitate easier removal and fitting of the keel to the hull?

Yes. The seam between the edges of the keel flange and keel recess in the hull may be faired over a distance no more than 60 mm each side of the seam. Materials that may be used for fairing are filler, fiberglass and G-10. Carbon fiber, Kevlar or metals are not permitted. It is not permissible to rebate the hull or keel flange.

155. Is it permissible to mount the traveler deflector blocks inside the boat? The reason for this is to clean up the cockpit walls to make the boat look more modern.

Yes. The original builder-supplied deflector blocks may be mounted on the inside of the cockpit walls. They shall remain at the same height and longitudinal position as the original location and may not be removed.

156. Will the current limit of three 3Di sails that was in effect for 2012, according to Interpretation # 153, be removed after 2012?

Yes. The limit of three 3Di sails shall cease effective January 1, 2013 after which any mainsails or jibs permitted in the Class Rules may be of 3Di construction.

157. Is it permissible to replace my current original NAVTEC A320 backstay pump with the newer NAVTEC A322 pump?

Yes, NAVTEC has confirmed they plan to phase out the A320 model and the A322 model is an approved replacement.

Rationale: Although the NAVTEC A322 model is faster than the original NAVTEC A320 model, it is slightly slower than the SEATEC T5-1 pump that is already allowed per Interpretation # 1. The SEATEC T5-1 pump is marginally heavier than the NAVTEC A322 and both the speed differential and weight difference are considered insignificant.

158. Is it permissible to remove mast chocks "Spartite", or similar mast blocking from the partners and sail with the mast "floating" freely through the partners?

No: Per Class Rule 19.14 – 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.

Removing the chocks, Spartite or similar mast blocking from the partners at any time allows the mast to move at the deck and is hereby is interpreted as altering the location of the mast at the deck.

159. Is it permissible to use soft shackles on the jib sheets as an alternative to the Press-Lock Jr. shackle described in Appendix 6?

The cost of the Press-Lock Jr. shackle retails around \$154.00 vs. a soft shackle at approximately \$35.00. As well as being a less expensive option, the soft shackle prevents damage to the spinnaker pole track and deck as there are no metal parts flying around the place!

Yes. Although Interpretation # 92 previously disallowed that request, quoting Appendix 6 as specifying the required fitting as a Press Lock Jr, less expensive alternatives that do not cause the damage Press Lock Jrs do have become readily available and proven reliable. Soft shackles having a minimum breaking strength of 1,980 Kg are hereby approved for use on jib sheets only. This interpretation supersedes Interpretation 92.

160. Is it permissible to replace the originally specified internal traveler blocks that are no longer available from Harken with their newer Carbo Block models of similar strength?

Yes, as Harken is phasing out several of their Classic Blocks that were originally specified their newer Carbo Blocks may be used on the internal traveler system as well as several other systems as follows:

Original Specification		Permitted Replacement	
Genoa Inhaul			
085NP	Blk-Bullet Dbl W/Bkt	343NP	29 mm Carbo Double Swivel W/Bkt
086	Blk-Bullet Triple	344NP	29 mm Carbo Triple Swivel
Spinnaker Foreguy			
001NP	Blk 2.25"	2600	57 mm Carbo Single Swivel
002	Blk 2.25" W/Bkt	2601	57 mm Carbo Single Swivel W/Bkt

Spinnaker Twing Lines		
125A	Blk-Big Bullet	2149NP 40 mm Carbo T2
Mainsheet traveler and Control System		
011NP	Blk 3" Cruising	2660NP 75 mm Carbo Single Swivel
129	Blk-Big Bullet Triple	2640NP 40 mm Carbo Single Swivel
130	Blk-Big Bullet Triple W/Bkt	2641NP 40 mm Carbo Triple Swivel W/Bkt
168NP	Blk-Big Bullet Swivel	2636NP 40 mm Single Swivel
Lead Adjusters		
053	Blk 2.25" Fiddle	2621 57 mm Carbo Fiddle
054	Blk 2025" Fiddle W/Bkt	2622 57 mm Carbo Fiddle W/Bkt
Outhaul		
127NP	Blk-Big Bullet Double	2638NP 40 mm Carbo Double Swivel
129	Blk-Big Bullet Triple	2640NP 40 mm Carbo Triple Swivel
Cunningham		
127NP	Blk-Big Bullet Double	2638NP 40 mm Carbo Double Swivel
129	Blk-Big Bullet Triple	2640NP 40 mm Carbo Triple Swivel

161. With regards to Interpretation # 159 issued in June is it permissible to directly attach the jib sheet onto the clew of the sail? With a soft shackle now being allowed we feel this could mean we can use the loop of the jib sheet to cow hitch or loop back through itself to attach the sheets to the sail. Could you please clarify if we are able to do this?

Yes, a vote by owners at the 2013 AGM was in favor of allowing the jib sheets to be attached directly to the jib clew-ring by passing the end of the jib sheet through a spliced loop at the other end to loop back through itself or cow-hitch it to the clew-ring.

162. Are Doyle Carbon/ICE Sails allowed for Class Racing?

Yes. Doyle Carbon/ICE sails comply with Class Rule 25.4, have proven to be reliable and the Class is satisfied with their durability.

163. Are T-Rings allowed on headsails for Class Racing? The benefit is quick and easy removal of sheets, along with the sail when sheeted in sitting flush on the deck preventing damage to the cabin top and inhauler system.

No.

164. We have noticed that some boats have a cover plate over the exterior housing of the lower rudder bearing. Are we allowed to add such a cover to protect the bearing?

Yes. Although Rule 3.4 (Modifications) prohibits modifications that could alter the one design nature of a boat, some boats were supplied by builders with a cover over the exterior housing of the lower rudder bearing. Allowing boats without a cover does not alter the one design nature.

Rationale: As all builders except Carroll Marine installed a G-10 (or similar material) flush ring to cover the exposed part of the lower rudder bearing, and as that cover helps reduce turbulence, owners of Carroll Marine built boats should be allowed to match the lower bearing fairing ring on boats built by other builders.

165. What is the maximum allowable dimension between the top surface of the keel grid and the underside of the mast heel?

The maximum dimension, including the mast step is 81 mm. See diagram below.

Class Rule 19.12 (b) defines the maximum BHAS as 1760. A range of 1750 to 1760 is allowed and any boat with BHAS of less than 1750 may add one shim of the thickness needed to bring BHAS up to 1750, even if that causes the dimension defined above to exceed 81 mm.

166. Is it legal to use carbon fiber battens in jibs?

Yes. Carbon fiber battens may be used in jibs.

167. I am unable to find Station 7. How do I locate aft limit of useable jib track?

The location of the aft end of useable track was referenced to Station 7. Station 7 was marked by a notch in the deck that may have been filled and painted. In addition original equipment jib cars have been replaced by the manufacturer with cars that have sheaves further aft.

The dimension, measured from the forward face of the headstay tang at the height of the headstay pin center, to the center of the jib car sheave pin shall not exceed 5800 mm.

168. Future Fibres, formerly Composite Rigging have been the Farr 40 Class supplier for the Aramid backstay on the Farr 40 since 1997. In 2015 the lower end interface described as "1/2 Bale" was no longer available due to the depletion of stock and the part becoming obsolete. We would like to replace the part with a similar interface also known as "1/2 Bale" but produced by another supplier. The original part was manufactured by Sparcraft and subsequently bought out by Tylaska. The appearance of the bale is slightly different but the weights remain the same between .240 and .280 grams. Future Fibres would like to ask the class to update their rule to allow such change.

The Tylaska "1/2 Bale" is approved as a replacement for the originally supplied Sparcraft "1/2 Bale".

169. Is it permissible to replace the hydraulic panel and cylinder with Harken equipment?

Yes. The Harken HYACXPXB1J Compact panel, and Harken HYCS035130350BCC cylinder have been approved for use. The Harken products are very similar to the current Seatec and Navtec products and provide no competitive advantage in weight, flow rate, or cylinder length.