

# Farr 6000 Class Rules



## Farr 6000 Class Rules

About the Farr 6000 Class Rules

The object of these restrictions and rules is to establish control and maintain the Farr 6000 Trailer Yacht as a One Design Class. They aim to enable the family novice or expert to enjoy the pleasure of sailing and to ensure that racing depends on the skill of the crew.

A review has been conducted in April, 2020 since the last update in 2005. These rules have been reviewed, assessed and agreed upon by the Farr Owners of the Clayton Bay Boat Club, South Australian and submitted to Sailing Australia.

## The Farr 6000 Class Rules and Restrictions

### **1. GENERAL**

1.1 To promote the objects of these restrictions and rules and to establish a class of boat which is one design in all matters which affect performance. The rules shall be interpreted in this spirit.

1.2 Tolerances in measurements are laid down only to cover unintentional variations in building and changes in shape through age or use. The exploitation of these tolerances shall not be permitted.

1.3 The Farr 6000 must be built from the official moulds of Bruce Farr Design No. 57 and must only be sold by the manufacturer in a complete sail-away form, which complies with these restrictions and rules.

1.4 The Farr 6000 must be maintained in the same form as when completed by the manufacturer in regard to deck layout, mast, rigging, sails and general equipment. As a general Principle unless specifically detailed in these rules. Update fitting namely: Jib cleats, Spinnaker cleats main sheet block and traveller blocks are permitted although purchase must still be in compliance with class rules.

1.5 It is the responsibility of the owner to ensure that the boat complies with the current class rules at all times whilst racing in class events (AGM 2002)

## **2. HULL**

2.1 All Hulls must be produced from the official moulds of Bruce Farr Design No. 57.

2.2 The Length Overall shall be: 6.11m ( $\pm 12$ mm).

2.3 The Beam shall be: 2.45m ( $\pm 12$ mm).

2.4 Construction shall be glass reinforced plastic to the manufacturers specifications.

## **3. DECKS**

3.1 All decks must be produced from the official moulds of the Bruce Farr Design No. 57.

## **4. INTERIOR LINERS**

4.1 All interior liners must be produced from the official moulds of Bruce Farr Design No. 57.

## **5. CABIN**

5.1 Cabin layout must be as per the manufacturer's specifications.

## **6. BALLAST**

6.1 Outside: Lifting Keel must be to the original manufacturer's (Sea Nymph) dimensions and specifications, be made of cast iron and weigh 95kgs. (AGM 2002)

Inside Lead weighing 147kgs situated under the interior liner at the forward end of the case as per designers specifications.

6.2 The lifting keel must be attached to the hull in accordance with the designer's specifications. To enable easy access to the keel bolt the recess on each side of the stub keel must not be filled or covered.

6.3 The keel lifting wire shall be a minimum of 3mm flexible wire.

6.4 The keel casing must not be covered doors or flaps. It is to be maintained as per the original design.

6.5 No additional movable ballast other than standard equipment, safety gear and crew shall be permitted.

## **7. FLOTATION**

7.1 All boats must contain approximately 0.6 cubic metres of polyurethane – P.V.C. Foam.

## **8. RUDDER**

8.1 The Rudder must be to the original manufacturer's (Sea Nymph) dimensions and specifications with the exception of the blade pivot point, which may be moved. The Rudderstock shall be made of either aluminium or stainless steel. The rudder blade shall be made of a composite of wood and fibreglass, and in finished condition (without stock or tiller) shall weigh a minimum of 11.5kg. (AGM 2002)

## **9. SAFETY EQUIPMENT**

9.1 All boats must carry safety equipment in accordance with the Australian and New Zealand Trailer Yacht Association Safety Standards unless otherwise specified in these rules.

## **10. ANCHORS AND WARPS**

10.1 Each Yacht shall carry ready to use in a readily accessible stowage one anchor and warp as follows: Anchor. A Danforth 8s, C.Q.R. 4.5kgs or, if of patterns other than these, an anchor of equivalent holding power.

Warps. Warps must include a minimum of 6 metres of 6mm diameter galvanized short linked chain. The total length of the warp shall be a minimum of 46 metres and must have a breaking strain of not less than 900kgs and should be of a non floating synthetic fibre.

## **11. SAFETY GENERAL**

11.1 Whilst racing all boats shall carry the pop-top in a closed position at all times.

11.2 Whilst racing all boats shall have on board cabin entrance side panels and the main entrance wooden panel. The exception shall be that when racing inshore around buoys and marks under the supervision of a recognised Yacht Club or Squadron the main entrance wooden panel may be substituted by the plastic dome-on panel.

## **12. SQUABS**

12.1 All bunk squabs shall be a minimum of 3-inch thick foam and must be carried in their normal position while racing. (AGM 2002)

## **13. MAST AND RIGGING**

13.1 The mast shall be an aluminium extrusion manufactured to the designers specifications. The mast and riggings must comply with the following specifications:

1. Height of mast above deck 7.980m ( $\pm 12$ mm).
2. Height of spreaders above deck 2.940m ( $\pm 12$ mm).
3. Height of lower stays above deck 2.915m ( $\pm 12$ mm).
4. Height of hounds above deck 5.875mm ( $\pm 12$ mm).
5. Side stays and lower stays must be made of 4mm 1/19 stainless steel wire.
6. Forestay must be a minimum of 3mm diameter and a maximum of 4mm diameter 1/19 stainless steel wire.
7. Length of spreaders from side mast to the bearing point of the side stay wire shall be 735mm ( $\pm 12$ mm).

8. The maximum aft rake of the spreaders shall be 240mm from the aft face of the mast track to the centre of a straight line from the end of each spreader arm where the wire bears on the spreader.
9. No permanent backstays shall be permitted.
10. Main and jib halyards shall be 3mm flexible wire (either galvanised or stainless steel) with rope tails OR other suitable cordage (including Spectra).
- 11 The height of the jib halyard exit above deck shall be 5.750m ( $\pm$  12mm).
12. The height of the spinnaker halyard exit above deck shall be 6.180m ( $\pm$  12mm).
13. The spinnaker pole fitting on the mast shall be no more than 1.160m ( $\pm$  12mm) above deck and only one shall be allowed.

#### **14. BOOM**

The main boom shall be an aluminium extrusion manufactured to designer's specifications. The boom must comply with the following specifications:

- 14.1 Overall length from the aft face of the mast to the outer end of the boom when in an operational position shall be 3.210m ( $\pm$  12mm).
- 14.2 The boom vang shall lead from a position on the boom which measures 1.065m ( $\pm$  12mm) from the aft face of the mast when the boom is in an operational position.
- 14.3 The mainsheet shall lead from a position on the boom which measures 2.105m ( $\pm$  12mm) from the aft face of the mast when the boom is in an operational position.
- 14.4 The mainsail outhaul shall not exceed. 4:1 purchase and may be cleated on the main boom or led aft on the cabin top (AGM 1984).

#### **15. MAINSAIL, JIB AND SPINNAKER**

15.1 All sails shall be manufactured from the master patterns and must comply with the measurements and specifications detailed in Appendix I.

15.2 A furling jib shall be allowed providing the sail complies with the specifications in Appendix I.

15.3 Sails will be restricted in number as follows:

- 1 x Main Sail
- 1 x Jib #3
- 1 x Jib #2
- 1 x Genoa #1
- 1 x Storm Jib
- 1 x spinnaker

15.4 The Class Sail Insignia must be displayed on the mainsail

15.5 No Jib Cunningham shall be permitted,

15.6 Mainsail controls other than the halyard shall be restricted to a luff Cunningham and a foot outhaul. Purchase may not exceed 4:1.

15.7 The reefing line must be able to be attached to the boom and the first reef point and be ready for use at all times.

15.8: For open events and Farr 6000 only events all sails are permitted, unless all parties agree to restricted use or it is listed in the sailing instructions for the event (e.g. non-spinnaker class).

## **16. DECK HARDWARE AND EQUIPMENT**

16.1 Layout of deck fittings shall be maintained as per the designers specifications except that turning blocks may be substituted for fairleads on the coach roof. (AGM 1981).  
Variations in the type of cleats will be permitted. (AGM 1984)

16.2 Keel winch shall be permitted. Two additional winches can be carried.

16.3 Mainsheet traveller – maximum length of track (measured between end stops) to be .950 metres.

16.4 The boom vang adjustment line may be lead aft and cleated on the cabin top. Purchase may not exceed 16:1 (AGM 2002)

16.5 No hydraulic equipment shall be permitted.

16.6 All halyards & controls may be lead aft &, cleated on the cabin top with cleats or rope jammers (AGM 1984)

## **17. SPINNAKER POLE**

17.1 The overall length of the spinnaker pole shall be a maximum length of 2.500m (+ 12mm) measured from face of mast to the bearing point of the outer parrots beak fitting. Measurement will be taken with the spinnaker pole attached to spinnaker bale on mast and square to mast and against forestay.

17.2 The spinnaker pole may be carried on the main boom or elsewhere, but no self-launching apparatus shall be permitted.

17.3 The spinnaker pole shall be made of 50.8mm x 2.03mm aluminium tube.

17.4 The spinnaker pole topping lift and/or downhaul may be adjustable.

17.5 Controls (tweakers) for sheets will be permitted.

## **18. CREW**

18.1 The minimum number of crew when racing shall be two people, unless otherwise specified in the Sailing Instructions. (Amended AGM 1999).

## **19. WEIGHT**

19.1 The weight of the boat shall not be less than 850kgs. This weight shall include hull, mast, boom, sails, standing and running rigging, squabs, outboard bracket, ballast, rudder-tiller assembly, but it shall not include motor, fuel tank or any other loose gear.

## **20. AUXILLARY POWER**

20.1 Motor rating must be a minimum of 6 hp.

20.2 Outboard motors must be carried on a bracket on the transom.

## 21. HELMSPERSON

21.1 The helmsperson for all Provincial, and National Farr 6000 Class events must be an owner, part owner, spouse or member of the immediate family. The exception shall be for Club racing or when specifically stated in the sailing instructions.

## FARR 6000 SAIL RESTRICTIONS

### SAILS

Mains and headsails shall be stretched out to remove wrinkles from edges when measuring.

### MAIN

Luff 7080mm  
Leech 7640mm  
Foot 3020mm

The top batten pocket measured from the top of the headboard to the top of the pocket shall be not less than 1740mm at the Luff and 1560mm at the Leech. The pocket shall not exceed 1130mm in length.

Each of the other pockets shall not exceed 750mm-in length and be positioned as shown on the sail plan.

A cross measurement on the mainsail measured across the sail from a point on the Luff derived from folding the head to the tack shall not exceed 2005mm.

The top edge of the headboard and the outside edge of the boltrope shall be the measurement points.

Main is aloud to be loose footed / footed owners' preference.

### JIB and Genoa

	#1 Genoa	#2 Genoa / Jib	#3 Jib	# Storm Jib
Luff	3640mm	6300mm	6170mm	4430mm
Leach	5800mm	5650mm	5400mm	3550mm
Foot	3640mm	3140mm	2250mm	1990mm

Three battens can be attached, positioned equidistant along the leech of jib; each of the batten pockets shall not exceed 250mm.

A cross measurement on the Jib measured across the sail from a point on the Luff derived from folding the head to the tack shall not exceed 1115mm.

The fabric for main and jib shall be a minimum 5 oz American weight Dacron (AGM 1981).

The fabric for the Genoa shall be a minimum 3.6 oz weight.

Laminate products are allowed, but compliance with weight must be maintained.

Sails can be cut either cross cut or tri radial.

### **SPINNAKER**

Luff 6000mm

Leech 6000mm

Foot 3420mm

The measurement from top of head to bottom of head radials shall not exceed 3.05m max.

The measurement from bottom of head radials to bottom of foot tape shall not exceed 3.83m max.

The measurement across the spinnaker measured around the base of the head radials shall not exceed 3.580m max.

The spinnaker shall be measured on the luff foot and drop dimensions with the sail folded in half (luff to luff) and spread out flat on the foot and measured round the curves.

The cross measurement shall be measured with the sail smoothed out flat on the floor and measured from luff to leach along the base of the radial panels.

Where there is any doubt as to the sail conforming to plan the mylar templates shall be applied to check for accuracy.

The minimum weight fabric shall be .850 oz per square yard.

### **OVERVIEW**

1.1 No sails other than those specified in the class rules can be used in Provincial, North Island, South Island and New Zealand Rating and Class Championship events

1.2 No Sails other than those listed can be utilise within Australian in order to maintain compliance with the Class Based Handicap (CBH). Any modification has to be declared prior to the race and address as modifications.

1.3 Any changes not in compliance with class rules need to be brought to the attention of the race committee and listed as modifications.

## Declaration of modification:

All modifications are disclosed to the racing group and agree upon.

Boat Name	Modification	Reason	Exemption Y/N



These class rules have been reviewed and amended by Justin Stanbridge of the Clayton Bay Boat Club, Committee April, 2020

All Class rules have been assessed and agreed upon by members competing in Farr 6000 class racing at Clayton Bay Boat Club.

A copy of the class rules have been supplied to the following: Goolwa Regatta Yacht Club, Farr association of Victoria and sailing Australia

Complied by

Justin Stanbridge

Date: 24<sup>th</sup> September, 2020

## Record of Amendments:

Section	Change	Reason	Date of amendment
1.4	<del>any extra fittings or changes from standard shall not be permitted.</del> Update fitting namely: Jib cleats, Spinnaker cleats main sheet block and traveller blocks are permitted although purchase must still be in compliance with class rules.	Reason: Old cleats need to be replaced due to age. Also no advantage given, just make it easier on the crew	24/9/2020
6.2	Add 'covered'	Compliance with 6.4	24/9/2020
6.4	<del>6.4 The keel casing must not be covered doors or flaps. It is to be maintained as per the original design.</del>	Causes water to get into the hull with the screws attaching the flaps (increasing the chances of osmosis in the hull) and adds as an advantage by preventing water from going into the keel casing.	24/9/2020
15.8	<del>15.8: For open events and Farr 6000 only events all sails are permitted, unless all parties agree to restricted use or it is listed in the sailing instructions for the event (e.g. non-spinnaker class).</del>	Change in Farr 6000 only events remove the restrictions on the #1 Genoa. The #1 Genoa was not in the original design, however it was implemented in 1981. Sufficient time for owners to obtain the new sail. Both the National CBH and GRYC Handicap take into account the use of the number 1 genoa. If all parties agree or it is listed in the sailing instructions restriction can apply.	24/9/2020
16.2	<del>16.2 No winches other than the Keel winch shall be permitted. Two additional winches can be carried.</del>	Most boats have them. It is no advantage just assisted in raising sails and assisting people of all strengths.	24/9/2020
16.6	<del>16.6 No electronic navigational aids shall be permitted except a speedometer.</del> (removed)	Remove, to allow depth meters, assisting with safety. Technology has advanced that this information can be accessed on an I phone of	24/9/2020

		watch. This has been outdated and only assists with safety.	
Sails	<p>Laminate products are allowed, but compliance with weight must be maintained.</p> <p>Sails can be cut either cross cut or tri radial.</p>	<p>All classes in open events are using laminate sails. The same weight will ensure same performance for class base events. Further to this The Farr association of SA never banded laminate sails in Farr Only events, upon their introduction, setting the precedent.***</p> <p>There are nil restrictions on tri-radial designs and alternatively other classes have moved to this format. This enables flexibility to the skippers preference and maintains that the class in competitive in a mixed fleet.</p>	24/9/2020
Overview 1.1	<p>1.2 No Sails other than those listed can be utilise within Australian in order to maintain compliance with the Class Based Handicap (CBH). Any modification have to be declare prior to the race and address as modifications.</p>		24/9/2020
Overview 1.2	<p>1.3 Any changes not in compliance with class rules need to be brought to the attention of the race committee and listed as modifications.</p>		24/9/2020