THE FARR 6000 TRAILER YACHT
CLASS RULES AND RESTRICTTONS

The object of these rules and restrictions 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 pleasures of sailing and to ensure that racing depends on the skill of the crew.

1. GENERAL

1.1 To promote the objects of these rules and restrictions 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 measuring 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 Parr 6000 must be built from the official moulds of Bruce Parr Design No. 57 and must he built by the manufacturer or homebuilder to comply with this design.

1.4 The Parr 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, any extra fittings or changes from standard shall not be permitted unless specifically detailed in these rules.

2. HULL

2.1 All hulls must be produced from the official moulds of Bruce Parr Design No. 57.

2.2 The length overall shall be: 6.1l0m (+/- l2mm).

2.3 The beam shall be: 2.450m (+/- l2mm)

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 Bruce Farr Design No. 57.

4 INTERIOR_LINERS

4.1 All interior 1iners must be produced from the official moulds of Bruce Farr Design No. 57.

5. CABIN

5.1 Cabin layout must be as per the manufacturers specifications.

6. BALLAST

6.1 Ballast must be in the form of:

OUTSIDE Lifting keel made of cast iron weighing 95 kgs and made from the manufacturers moulds.

INSIDE Lead weighing 147 kgs situated under the interior liner at the forward end of the keel case as per the 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.

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

6.4 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 Foam.

8. RUDDER

8.1 The rudder must be to the designer's specifications. The rudderstock shall be made of aluminium or stainless steel and the blade of fibreqlass.

9. SAFETY EQUIPMENT

9.1 All boats must carry safety equipment in accordance with the A.Y.F. and V.Y.C. Trailable Yacht Safety Prescriptions un1es otherwise specified in these rules.

10. ANCHORS AND WARPS

10.1 Refer to clause 9. SAFETY EQUIPMENT.

11. SAFETY GENERAL

11.1 Whilst racing all boats shall carry the pop top in a closed position and locked at all times.
11.2 Whilst racing all boats shall have cabin entrance side panels locked in position and the main entrance wooden panel on board

12. SQUABS

12.1 All bunk squabs shall be a minimum of 75mm thick foam and must be carried on board in class races, but may be removed in open events.

13. MAST AND RIGGING

13.1 The mast shall be an aluminium extrusion manufactured to designers specifications.

1) Height of mast above deck 7.980m (+/- l2mm)
2) Height of spreaders above deck 2.940m (+/- l2mm)
3) Height of lower stays above deck 2.915m (+/- l2mm)
4) Height of hounds above deck 5.875m (+/- l2mm)
5) Side stays and lower stays must be made of 4mm 1/19 stainless steel wire.
6) Forestay must be a minimum of 3mm and a maximum of 4mn diameter 1/9 stainless steel wire.
7) Length of spreaders from side of mast to bearing point of side stay wire shall be 735mm (+/-12mm)
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) Main and jib halyards shall be of 3mm flexible wire (either galvanised or stainless steel) with rope tails or 6mm pre-stretched rope.
10) Height of the jib halyard exit above deck shall be 5.750m (+/-l2mm)
11) Height of the spinnaker halyard exit above deck shall be 6.180m (+/-12mm)

12) The spinnaker pole fitting on the mast shall be no more than l.l60m (+/-12mm) above deck and only one shall be allowed.
13) No permanent backstays shall be permitted.

14. BOOM

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

1) Overall length from the aft face of the mast to the outer end of the boom when in an operational position shall be 3.2l0m (+/-l2mm).
2) The boom vang shall lead from a position on the boom, which measures l.065m (+/-12mm) from the aft face of the mast when the boom is in an operational position.
3) The mainsheet shall lead from a position on the boom, which measures 2.l05m (+/-12mm) from the aft face of the mast when the boom is in an operational position.
4) The mainsail outhaul shall be a 2:1 purchase and may be cleated on the main boom or lead aft on the cabin top.

15. MAINSAIL,JIB AND SPINNAKER

15.1 All sails must comply with the measurements and specifications detailed in the sail plans.
15.2 A furling jib shall be allowed providing the sail complies with the specifications in the sail plans.
15.3 Sails will be restricted in number as follows:

1 x Mainsail
1 x Jib
1 x No. 1 Genoa
1 x No. 2 Genoa
1 x Storm Jib
1 x Spinnaker

NOTE: No. I Genoa may be used in open events, but not in Farr 6000 class only racing, unless unanimously agreed by all entrants.

15.4 The class Sail Insignia must he displayed on the mainsai1.
15.5 No Jib or Genoa Cunningham shall be permitted.
15.6 Mainsail controls other than the halyard shall be restricted to a luff Cunningham, a foot outhaul and a leech trim reef.
15.7 The reefing line must be attached to the boom and the first reef point and be ready for use at all times.

16 DECK HARDWARE

16.1 Layout of deck fittings shall be maintained as per the designer's specifications. Variations in the type of cleats turning blocks, mainsheet traveller and boomvang will be permitted.
16.2 A keel winch, one halyard winch and two sheet winches shall be permitted.
16.3 Mainsheet traveller - maximum length of track (measured between end stops) to be 0.905m. Maximum purchase 4:1.
16.4 The boomvang adjustment line may be lead aft and cleated on the cabin top. Maximum purchase 8:1.
16.5 No hydraulic equipment shall be permitted.
16.6 All halyards and controls may be lead aft and cleated on the cabin top with cleats or rope jammers.

17. SPINNAKER POLE

17.1 The overall length of the spinnaker pole shall be a maximum of 2.500m measured from face of mast to the bearing point of the outer parrot beak fitting. Measurement will be taken with the spinnaker pole attached to the 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.

18. CREW

18.1 The minimum number of crew when racing shall be three persons two of whom must be adults, unless otherwise specified in the Sailing Instructions.

19. WEIGHT

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

20 AUXILIARY POWER

20.1 Motor rating must be a minimum of 6 h.p.
20.2 Outboard motors must be carried on a bracket on the transom.

SAIL PLANS

1. Main Sail
2. Jib
3. #1 Genoa
4. #2 Genoa
5. Storm Jib
6. Spinnaker