

FARR 280

CLASS RULES

2014

The Farr 280 was designed in 2014 by Farr Yacht Design, Ltd.

The Farr 280 is built by Premier Composite Technologies



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INTRODUCTION

This introduction only provides an informal background and the Farr 280 Class Rules proper begin on the next page.

The Farr 280 has been created as a strict one-design Class where the true test when raced is between crews and not boats and equipment. The fundamental objective of these class rules is to ensure that this concept is maintained.

Farr 280 hulls, hull appendages and rigs shall only be manufacturer controlled and the hulls shall only be produced by a manufacturer licenced by Farr Yacht Design. Equipment is built in accordance with the Farr 280 Building Specification and Configuration Manual. These parts having left the manufacturer may only be altered to the extent permitted in Section C of the class rules.

*Farr 280 sails are measurement controlled and may be made by any manufacturer. In order to confirm compliance with the class rules sails are required to be **certified** by an **official measurer** or by a manufacturer licensed under the ISAF In House Certification. These parts may only be altered to the extent permitted in Section C of the class rules after **certification control** has been performed.*

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

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Part I – Administration

SECTION A – GENERAL

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.
- A.1.3 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- 280CA FARR 280 Class Association
- 280AD FARR 280 Class Administrator
- NCA National Class Association
- LM Licensed Manufacturer
- TC FARR 280 Technical Committee
- FYD Farr Yacht Design Ltd.
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

A.3 AUTHORITIES

(Note: Before the class is an ISAF recognized class the 280CA shall take the place of ISAF)

- A.3.1 The authority of the class is the ISAF which shall co-operate with the 280AD in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the 280CA has the authority to withdraw a manufacturer declaration or measurement declaration.
- A.3.3 The design copyright holder shall be Farr Yacht Design Ltd.
- A.3.4 Neither the **certification authority**, the 280CA, the 280AD, a NCA, a LM, FYD nor an **official measurer**, an **international measurer** or an **equipment inspector** is under any legal responsibility in respect of these **class rules** or the accuracy of measurement. No claim arising from them shall be entertained.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The administrative functions of the class shall be the responsibility of the 280CA and may be delegated to the 280AD.

A.5 CLASS RULES CHANGES

- A.5.1 These **class rules** shall only be changed at an event with the approval of the 280CA.

- A.5.2 The minimum safety equipment is as defined in class Rule Section C. Additional or alternative safety equipment may be prescribed in the NOR.

A.6 CLASS RULES AMENDMENTS

- A.6.1 Amendments to these **class rules** shall be made by the 280CA with the agreement of the TC.

A.7 CLASS RULES INTERPRETATION

- A.7.1 Interpretation of **class rules** shall be made by the TC in consultation with the 280CA and 280AD.

A.8 SAIL NUMBERS

- A.8.1 Sail numbers shall be the hull number, as issued by the 280CA in consecutive order. The hull number shall be determined by the serial number from the hull identification number (builder's plate). Hull/sail number 1 shall correspond to the serial number "F2801".

A.9 HULL AND HULL APPENDAGE MANUFACTURER DECLARATION

- A.9.1 A manufacturer declaration shall record the following information:
- (a) Class
 - (b) Hull/Sail number
 - (c) Hull identification number
 - (d) Builder/Manufacturer details
 - (e) Date of issue of initial manufacturer declaration
 - (f) Section D - Modification, Maintenance and Repair details
 - (g) Section E - Modification, Maintenance and Repair details
 - (h) Section C - **Corrector Weights**
 - (i) **Hull Appendage** serial numbers

A.10 RIG MANUFACTURER DECLARATION

- A.10.1 A manufacturer declaration shall record the following information:
- (a) Class
 - (b) Mast **Spar** identification number
 - (c) Boom **Spar** identification number
 - (d) Builder/Manufacturer details
 - (e) Date of issue of initial manufacturer declaration
 - (f) Section F - Modification, Maintenance and Repair details

A.11 VALIDITY OF MANUFACTURER DECLARATIONS

- A.11.1 A manufacturer declaration becomes invalid upon:
- (a) the change to any items recorded on the declaration as required
 - (b) withdrawal of the manufacturer declaration by the 280CA or LM
 - (c) the issue of a new manufacturer declaration

A.12 RE-ISSUE OF MANUFACTURER DECLARATIONS

A.12.1 The LM may delegate the right to issue and re-issue manufacturer declarations to the 280AD, and to approve modifications as per D.3, E.2, and F.2. The LM or the 280AD may re-issue a manufacturer declaration to a **hull**:

- (a) when it is invalidated under A.11.1(a) or (b).
- (b) when it is invalidated under A.9.1(f), (g), (h), (i), and A.10.1(f) at its discretion and any remedial work shall be recorded on the re-issued declaration
- (c) in case of loss
- (d) at the request of 280CA

A.13 RETENTION OF DOCUMENTATION

A.13.1 The 280CA shall retain the original manufacturer declarations

A.13.2 A copy of the manufacturer declarations shall be kept by the **boat** owner.

SECTION B – BOAT ELIGIBILITY AND EQUIPMENT INSPECTION

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The **boat** shall:

- (a) be in compliance with the **class rules**.
- (b) have valid manufacturer declarations.
- (c) have valid **certification marks** on sails (See B.2.2 and B.4)

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 A valid Class Association Sticker, if required by the 280CA, shall be affixed to the hull in a conspicuous position.

B.2.2 **Sails** shall carry a Farr 280CA class insignia as specified in Section H.2.

B.3 EQUIPMENT INSPECTION

B.3.1 In the case of a dispute at an event alleging non-compliance with **class rules** and building specification and construction manual where specific measurements are not stated, the Event **Equipment Inspector** shall adopt the following procedure:

- (a) A sample measurement of the disputed item shall be obtained by taking the identical measurement from a randomly selected group of boats or items of equipment (control group).
- (b) The measurement of the disputed boat or items of its equipment, taken using the same technique as above, shall be compared to the sample.
- (c) If any of the measurements obtained from the disputed boat or item of equipment lie outside the corresponding range of measurements found in the control group, the matter together with the details of the measurement methods and any other relevant information shall be referred to the Race Committee.

B.4 SAIL LIMITATION MARKS

B.4.1 Sail limitation marks shall be displayed on every **sail** (except for heavy jibs) used in a 280CA sanctioned event or series and shall be permanently sewn to the tack of the **sail** on the starboard side near the class royalty button. If the sail limitation mark becomes damaged or lost this shall be reported to the race committee as soon as possible. The measurer or 280CA representative shall date and sign over the sail limitation mark onto the **sail** to prevent removal.

B.5 EVENT LIMITATION MARKS

B.5.1 If an event uses **event limitation marks** these marks shall not be removed during the event. If the **event limitation mark** becomes damaged or lost this shall be reported to the race committee as soon as possible.

Part II – Requirements and Limitations

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. Any **equipment inspection** shall be carried out in accordance with the ERS except where varied by Part II of these **class rules**.

SECTION C – CONDITIONS FOR RACING

C.1 GENERAL

C.1.1 RULES

(a) For the purpose of RRS 43.2 and RRS 49.2, the hiking line does not constitute a lifeline. For the purpose of RRS 49, the hiking line will be considered as a hiking strap.

(b) RRS 42.3(c) is changed as follows:

The gennaker sheet may be pumped without restriction to promote planing or surfing. A boat's crew may pump the mainsail repeatedly to reverse the top batten.

(c) RRS Appendix G.1.3(d) shall not apply

(d) The ERS Part I – Use of Equipment shall apply.

C.2 ADVERTISING

C.2.1 LIMITATIONS

Advertising shall only be displayed in accordance the ISAF Advertising Code. (See ISAF Regulation 20)

C.3 CREW

C.3.1 DEFINITIONS

(a) **OWNER**: A person who owns either the entire yacht or is one of two equal partners in terms of financial investment in the purchase of the complete yacht and the cost of its accessories, such as trailer, **sails** and operations and whose name appears on all of the boats official ownership documents. A member of the owner's immediate family may act as an owner. An owner or their immediate family member acting as an owner shall be a current class member in good standing.

(b) **HELMSPERSON** – A person who steers the yacht exclusively during an event during the period from the warning signal of each start, throughout each race, until the yacht finishes, excepting for momentary absence due to personal or shipboard needs. A helmsperson shall be a current class member in good standing.

(c) **CHARTERER** – is either

(1) an **OWNER CHARTERER** – an owner of an Farr 280 yacht who charters another Farr 280 for a specific event. Sections of C.3 pertaining to an owner shall also apply to an owner charterer.

(2) a NON-OWNER CHARTERER – a non-owner of a Farr 280 yacht who charters a Farr 280. A nonowner charterer must be a current class member in good standing. The nonowner charterer must complete the event declaration (see Appendix H.9) for each 280CA sanctioned event.

C.3.2 LIMITATIONS

(a) While racing in One Design Class events, the **crew** including helmsperson, and owner(s), if aboard, shall hold Group 1 status, (Amateur), except that not more than 2 **crew** members may hold Group 3 status. Competitor grouping shall be determined by application of the ISAF Classification Code (Regulation 22). All Group 1 **crew** shall hold valid classifications. Unclassified sailors will be deemed Group 3.

(b) A helmsperson must hold Group 1 status unless the helmsperson is also an owner or owner-charterer.

(c) For events of six or less consecutive days, not more than two helmspersons may be designated on the crew declaration (see Appendix H.9). If two helmspersons are designated, at least one must be an owner or non-owner charterer.

(d) The total number of **crew** while *racing* must remain the same throughout an event.

(e) In the event that any individual member of the **crew** must be substituted, the original and replacement **crews** shall be weighed (dressed in underwear). The difference of weight between original and replacement **crew** member may not be more than 10 kg. Only one crew substitution is allowed per event. Any substitutions shall not violate **crew** classification requirements in this section.

(f) The submission of an event declaration shall be required for each boat before the start of 280CA sanctioned events. The event declaration shall include a crew declaration verifying the ISAF classification status and helmsperson(s). The owner or nonowner charterer shall be responsible for submitting the event declaration. See Appendix H.9.

C.3.3 CREW POSITIONING

(a) The helmsperson shall not sit in any way that projects the body below the waist outboard of the deck.

(b) When tacking or gybing, standing up and hanging or pushing/leaning on the shrouds to promote the manoeuvre shall be prohibited.

(c) When hiking, the crews shall either sit in such a way that at least a part of the back of the thigh/buttocks is in contact with the deck or gunwale edge, kneel on the aft corner of the side deck, or stand with at least one foot on the cockpit floor.

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

(a) The boat shall be equipped with a **personal flotation device** for each crew member to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AUS PFD 2.

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

(a) FOR USE WHILE RACING

- (1) One bucket of not less than 9 litre capacity, with a lanyard minimum 2 m long.
- (2) One anchor and chain of not less than 5.5 kg in weight. Anchor weight alone without chain not less than 4.5 kg.
- (3) One anchor line of not less than 40 m and not less than 8 mm in diameter.
- (4) First Aid Kit in waterproof container or bag
- (5) Fire extinguisher weighing no less than 1.05kg
- (6) Throwable flotation device
- (7) Tow line (specification to be determined)
- (8) Portable VHF radio

C.5.2 OPTIONAL

(a) FOR USE WHILE RACING

- (1) Electronic or mechanical timing devices
- (2) Tactical and navigation instruments and their associated power sources
- (3) Through hull transducers to measure boatspeed or water depth
- (4) Gennaker take down system
- (5) A single twelve volt battery to power electronic tactical or navigational instruments (additional to standard 12 volt starting battery)
- (6) Wind indicators
- (7) Charts and means of recording compass headings
- (8) The carrying of tools, loose ropes, fenders, spares, internal buoyancy and any non-mandatory safety equipment is unrestricted provided their fixing does not provide any performance advantage. The addition of weight shall not be considered a performance advantage
- (9) Fittings, rope, bags or tape may be added to the boat to stow equipment, food, tools, or drinks
- (10) Cooler/ice box
- (11) Portable marine toilet
- (12) Tell tales may be added to any part of the **rig** and **sails**
- (13) Weed sticks of optional design may be carried on board for the removal of weeds from the **hull appendages**
- (14) Navigation lights and associated wiring
- (15) Portable manual bilge pump

(b) NOT FOR USE WHILE RACING

- (1) Mooring lines and fenders
- (2) Paddles
- (3) Mobile telephones

C.6 BOAT

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the LM or 280CA. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

(a) The use of Velcro, shockcord, Teflon tape, flexible adhesive tape, rope, is unrestricted as long as this does not modify the sheeting angle of any **sail** when loaded or restrict the intended purpose of any equipment and must conform to C.6.1(b).

(b) The method of attaching any fitting to the boat is unrestricted but shall not modify the fittings position, the effective operation of the fitting nor the intended purpose or action of any equipment and provided their fixing gives no performance advantage.

C.6.2 WEIGHT

	minimum	maximum
The weight of the boat in dry condition	1525 kg	-

The weight shall be taken excluding

- (a) **sails**
- (b) personal and portable equipment as listed in C.4/C.5
- (c) **Mast, boom, and standing rigging**
- (d) All sheets, halyards, and **running rigging** that are not permanently attached to the **boat**.
- (e) All liquids or fluids
- (f) Any other component that is not permanently attached, bolted or screwed to the boat is excluded from the weight of the **boat**.

C.6.3 CORRECTOR WEIGHTS

(a) **Corrector weights** of lead shall be bolted to the hull liner when the **boat** weight is less than the minimum requirement.

(b) Individual **corrector weights** shall be in portions not greater than 2.6 kg and not less than 2.4 kg. Weights shall be added equally at the forward and aft weight locations, and port/starboard locations as shown by the drawing in Appendix H.1. The order of corrector weight addition shall be:

- (1) Port forward
- (2) Port aft
- (3) Starboard forward
- (4) Starboard aft

(c) Individual corrector weight details of weight and a unique stamp shall be recorded on the manufacturer's declaration (see A.10 and Appendix H.5)

(d) The total weight of such **corrector weights** shall not exceed 30 kg. See also rules A.10.1, B.1.1 and D.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Any modifications or work intended for or with the effect of lightening the **hull**, improving the shape or otherwise improving performance beyond the original is not permitted. The following is permitted without the approval of the LM or 280CA. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

- (a) Holes may be added in the **hull** at the location shown in Appendix H.10 for the fitting of through-hull electronic sensors. These through-hull transducers may be made flush with the local hull surface.
- (b) Non-skid material of any kind may be added only to the cockpit floor and horizontal surfaces of the hull liner (below deck). Thickness shall not exceed 8mm.
- (c) Gelcoat finish from 30mm above the waterline to include the bottom of the **hull** may be lightly sanded in preparation for the application of anti-foul paint. If epoxy barrier coat is applied anti-fouling paint must also be applied. The addition of these materials is limited to 2 mm of thickness above the gelcoat surface.
- (d) Polishing is permitted provided the intent and effect is not to change the shape of the **hull**.
- (e) No portion(s) of the **hull** gelcoat surface shall be removed except for light abrading prior to painting. (See rule C.7.1 (b) rules A.9.1, B.1.1 and D).

C.7.2 FITTINGS

- (a) Replacement of the following items is permitted. Supplier and source is optional:
 - (1) Shackles, pins, bolts
- (b) Cleat risers and fairleads may be added, removed or changed on all cleats.
- (c) Deck equipment shall be replaced only with approved hardware as listed in Appendix H.7.

C.7.3 USE

- (a) The rear gate line between the aft pulpits across the transom shall be closed while racing.
- (b) The hiking line shall be attached at the deck fitting forward, through both hiking stanchions and extend to the aft pulpit. Between each stanchions and/or aft pulpit, the minimum distance from the hiking line to the deck while pushing down firmly on the hiking line at a point halfway between the stanchions shall be 100 mm.
- (c) Padding may be fitted to the hiking lines. The line may be either a continuous line with added padding or lines (with or without padding) linked by webbing sections. The method of joining the hiking line and the webbing is optional. The webbing shall be a minimum of 50mm wide.
- (d) Interior inspection hatch covers and drainage plugs shall be kept in place at all times while *racing*. This rule does not control deck hatches.

C.8 HULL APPENDAGES

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Any modifications or work intended for or with the effect of lightening the **hull appendages**, changing the shape or otherwise improving performance beyond the original is not permitted. The following is permitted without the approval of the LM or 280CA. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

- (a) The **hull appendages** may be lightly sanded in preparation for the application of anti-foul paint. If epoxy barrier coat is applied anti-fouling paint must also be applied. The addition of these materials is limited to 2 mm of thickness above the gelcoat surface.
- (b) Polishing of the appendages is permitted provided the intent and effect is not to change the shape of the appendages.
- (c) The keel bulb pocket outside of the keel fin and in way of the keel fin-bulb bolts may be filled with removable polyurethane materials. The heads of fastening screws may be filled with removable polyurethane materials.
- (d) For the keel fin, keel bulb, and rudder blade, minor repairs to correct paint or gelcoat scratches is permitted, but these repairs must be made only in the close vicinity of the damage.
- (e) The tiller extension dimensions and material are optional.

C.8.2 LIMITATIONS

- (a) Only one keel and rudder shall be used during an event, except when an item has been lost or damaged, and the race committee has approved the substitution. See rule A.11.

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the LM or 280CA. Unless stated otherwise items mentioned in this section may be obtained from any manufacturer or supplier.

- (a) Running rigging may be replaced by rope of any type but shall meet any minimum diameter as stated in Appendix H.8
- (b) Normal servicing or replacement is permitted on a like for like basis of standing rigging, hardware, and fittings.
- (c) The use of tape, rope, or clips if it is intended only to prevent turnbuckles from loosening or to prevent **sails** from damage.
- (e) Protective padding may be added to the underside and end of the boom.
- (f) The use of shockcord on the rig is unlimited
- (g) The use of tape of any kind is unlimited

C.9.2 LIMITATIONS

- (a) Only one set of spars and standing rigging shall be used during an event, except when an item has been lost or damaged, and the race committee has approved the substitution. See rule A.11.

C.9.3 MAST

(a) USE

- (1) The spar shall be assembled and stepped in accordance with the spar manufacturer's manual.

C.9.4 BOOM

(a) DIMENSIONS

All dimensions in mm	minimum	maximum
Limit mark width	25	-
Outer point distance	-	4140

(b) USE

- (1) The intersection of the aft edge of the mast **spar** and the top of the boom **spar**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the boom **spar** is at 90° to the mast **spar**.

C.9.5 STANDING RIGGING

(a) USE

- (1) Rigging links and rigging screws/turnbuckles shall not be adjusted while racing.
- (2) The hydraulic mast jack may be adjusted while racing.
- (3) The hydraulic forestay may be adjusted while racing.
- (4) MINIMUM SHROUD TENSION RULES/USE OF SAFETY SHIMS
CLAUSE TO BE DRAFTED

C.9.6 Running Rigging

(a) USE

- (1) The jib halyard shall ...
- (2) The mainsail halyard shall ...
- (3) The gennaker halyard shall ...
- (4) The mainsail sheet shall be ...
- (5) The jib sheet shall be led ...
- (6) The gennaker sheet shall be led from the clew through.... A single part tail of up to 400 mm may be used to join the port and starboard sheets to the gennaker clew.
- (7) The gennaker tack line...
- (8) The complete boom vang...
- (9) The mainsail outhaul shall....
- (10) The mainsail cunningham shall....

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The following is permitted without the approval of the LM or 280CA. Unless stated otherwise, items mentioned in this section may be obtained from any manufacturer or supplier.

- (a) Maintenance and repairs that do not effect compliance of any Section G measurement or construction rule.
- (b) Addition of **Flutter patches, chafing patches, batten pocket patches,** camber stripes and tell tales.
- (c) Battens of optional materials may be placed in the **batten pockets**.

C.10.2 LIMITATIONS

- (a) Not more than 1 **mainsail**, 2 **jibs**, 1 heavy jib, and 2 **gennakers** shall be carried aboard.
- (b) Not more than 1 **mainsail**, 2 **jibs**, 1 heavy jib, and 2 **gennakers** shall be used during an event of less than 9 consecutive days, except when a **sail** has been lost or damaged beyond repair, where it may be replaced with the permission of the race committee.
- (c) In 280CA sanctioned events, the submission of a **sail** declaration on the event declaration form shall be required for each boat (see Appendix H.9). The **sail** declaration shall record the serial number of the class association Royalty Button for all **sails** that may be used during that event.

C.10.3 SAIL LIMITATION MARKS

- (a) Sail limitation marks shall be issued by the 280AD to all owners and charterers who have paid their annual 280CA dues. Each sail limitation mark may only ever be used on one **sail**. The mark shall be permanently affixed near the tack, on the starboard side of the **sail**. When a **sail** is first declared for an event (as per rule C.10.2(c)), the ID number of the limitation mark shall be recorded and linked with the serial number of the class royalty button applied to the **sail**.
- (b) Sail limitation marks are required for all **sails** except heavy jibs.
- (c) Sail limitation marks and marked **sails** may not be transferred between boats or charterers. Owners of multiple boats may not transfer sail limitation marks or marked **sails** between boats.
- (d) Sail limitation marks may only be replaced if:
 - (1) The limitation mark is physically damaged. An application (see appendix TBD) to replace the mark (using the same **sail**) shall be submitted to the 280AD with payment for replacement of the mark.
 - (2) The **sail** is lost or damaged as a result of a non-sailing loss. An application (see appendix TBD) to replace the limitation mark and **sail** shall be submitted to the 280AD with payment for replacement of the mark. Proof of the nature of **sail** loss shall be documented on the application.
- (e) If more than 40% of **the body of a sail** is replaced, the existing sail limitation mark shall become invalid. The percentage of **sail** replaced shall be cumulative.
- (f) Sail limitation marks shall be issued in accordance with the following. A calendar year is defined to be between January 1 and December 31:
 - (1) Yearly limitation marks: In each calendar year, six (6) sail limitation marks shall be issued to a boat upon the owner's payment of 280CA dues.

- a. Yearly limitation marks must be applied to the **sail** and recorded for use in a 280CA sanctioned event by the end of the calendar year they were issued or else they expire and shall not be used.
- (2) Additional limitation marks: Upon completing two (2) 280CA sanctioned events within one calendar year, an additional limitation mark shall be allocated to the boat. The boat shall continue to earn additional limitation mark after completing two further 280CA sanctioned events in the same calendar year (2 events=7th mark, 4 events=8th mark, 6 events=9th mark, etc.).
 - a. Additional limitation marks earned from sailing 280CA sanctioned events shall be purchased from the 280CA after being allocated to the boat.
 - b. Additional limitation marks must be applied to the **sail** and recorded for use in a 280CA sanctioned event by June 30 following the end of the calendar year they were allocated to the boat or else they expire and shall not be used.
- (g) Marked **sails** that have been registered to a boat remain valid for use on the same boat in subsequent years.
- (h) Transfer of ownership - The following rules apply when a boat changes ownership and has any number of marked sails registered to that boat (**sails** with sail limitation marks applied and recorded).
 - (1) **Sails** marked in the current year shall be transferred and re-registered to the boat, up to a maximum of six (6). If the number of **sails** marked in the current year is less than six (6), issued but unrecorded sail limitation marks may be transferred and remain valid for use. The total number of marked **sails** and issued but unrecorded sail limitation marks that may be transferred shall not exceed six (6). Recorded marks in excess of six (6) and any unused additional limitation marks shall expire and not be used.
 - (2) If no sail limitation marks have been issued to the boat in the current calendar year, the yearly limitation marks shall be issued upon the owner's payment of 280CA dues.
 - (3) All marked **sails** for the boat from prior calendar years remain valid for use after transfer of ownership.

C.10.4 SAIL LIMITATION MARKS: CHARTER BOAT

The following rules apply when a boat is being sailed by a charterer (see C.3.1(c))

- (a) OWNER CHARTERER. When an owner charters another Farr 280 for a 280CA sanctioned event, either:
 - (1) The owner charterer uses **sails** marked and registered to the chartered boat. In this case, no **sails** marked to any other boat may be used. The chartered boat will earn credit towards additional sail limitation marks.
 - (2) The owner charterer uses **sails** marked and registered to the boat they own. No **sails** marked to the chartered boat may be used in the event. For all 280CA sanctioned events where the owner charterer uses their own **sails**, the owner's boat will receive credit towards additional sail limitation marks as if the owner charterer were sailing their own boat.

(b) NON-OWNER CHARTERER. When a non-owner charters a Farr 280 for a 280CA sanctioned event, either:

(1) The charterer uses **sails** marked and registered to the chartered boat. In this case, no **sails** marked to any other boat may be used. The chartered boat will earn credit towards additional sail limitation marks.

(2) The CHARTERER elects to maintain their own **sail** inventory:

a. In each calendar year, six (6) sail limitation marks shall be issued to the charterer upon payment of 280CA dues. Sail limitation marks shall be applied to **sails** and administered as per C.10.3. No additional sail limitation marks are allocated to a charterer beyond the standard yearly allowance of limitation marks.

b. The charterer shall use marked **sails** from their own inventory and declare **sails** as per rule C.10.2.

c. Purchase of boat – If a CHARTERER that maintains their own **sail** inventory becomes the owner of a Farr 280:

i. Upon completing the purchase, the owner shall choose six **sails** to register from the following:

a. From the charterer's marked charter **sails**, from the current calendar year.

b. From the boat's marked **sails**, from the current calendar year.

c. If the total number of **sails** existing in (a) and (b) are less than six (6) then issued sail limitation marks, charterer's or boat's, may be used to bring the total up to six (6) for the current calendar year.

ii. All marked **sails** for previous calendar years from the boat's existing inventory remain valid and any marked **sails** for previous calendar years from the owner's existing former charter inventory are transferred to the boat.

C.10.5 MAINSAIL

(a) IDENTIFICATION

(1) The national letters and **sail** numbers shall comply with RRS 77 except where prescribed otherwise in these class rules.

(2) The mainsail shall have a Farr 280 class insignia placed as per the drawing in appendix H.2.

(b) USE

(1) The **sail** shall be hoisted on a **halyard** and shall be rigged as per the owner's manual.

(2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.

(3) **Luff** bolt rope shall be in the **spar** groove.

- (4) The **sail** shall only be attached to the boom at the **clew**.

C.10.6 HEADSAIL

(a) IDENTIFICATION

- (1) National letters and **sail** numbers are not required on the jib.

(b) USE

- (1) The luff of all **headsails** when set shall be attached to the forestay with hanks.
- (2) No sheet attached to a **headsail** may pass outboard of the upper **shrouds**.
- (3) Shall be rigged as per the owner's manual.

C.10.7 GENNAKER

(a) IDENTIFICATION

- (1) National letters and **sail** numbers are not required on the gennaker.

(b) USE

- (1) Shall be rigged as per the owner's manual.
- (2) The **sail** may be stowed in the manufacturer supplied launching sock.
- (3) A gennaker retrieval line may be attached to the **sail**.

SECTION D – HULL

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shell
- (b) Deck
- (c) Deck Fittings
- (d) Hiking line stanchions and aft stern pulpits
- (e) Internal structural mouldings
- (f) Manual bilge pump
- (g) Electrical bilge pumps (4)
- (h) Inboard diesel motor with saildrive and auxiliary systems
- (i) 12 volt starting battery
- (j) Companionway hatch assembly
- (k) Interior hatch covers for engine and battery enclosure

D.1.2 OPTIONAL

- (a) Optional stanchions bow pulpit and aft stern pulpits to accommodate twin lifelines

D.2 GENERAL

D.2.1 RULES

- (a) The **hull** shall comply with the **class rules** in force at the time of initial manufacture.

D.2.2 DEFINITIONS

(a) HULL DATUM POINT

The **hull datum points** are located port and starboard below the hull deck joint on the hull. An indentation in the hull marks each point. The marks are 4167 mm behind the foremost end of the **hull**.

D.2.3 IDENTIFICATION

(a) Each hull shall carry a builder's Hull identification plaque incorporating the boat's hull number fixed on the transom.

D.2.4 BUILDERS

- (a) The hull shall be built by a manufacturer licenced by FYD.
- (b) All plugs and production moulds shall be built by a LM.

D.3 MODIFICATIONS, MAINTENANCE AND REPAIR

The alterations contained in D.3 may be made by a LM, or by anybody after a formal request has been made to the 280AD (if this responsibility has been delegated) and written approval is received by the owner. This shall require the manufacturer's declaration to be re-issued.

- (a) If any **hull** is damaged and requires repair in any other way than described in section C the details shall be recorded on the manufacturer declaration.
- (b) Painting of the topsides

SECTION E – HULL APPENDAGES

E.1 PARTS

E.1.1 MANDATORY

- (a) **Keel**
- (b) **Rudder**

E.2 GENERAL

E.2.1 RULES

(a) **Hull appendages** shall comply with the **class rules** in force at the time of **certification**.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a LM or by anybody after a formal request has been made to the 280AD (if this responsibility has been delegated) and written approval is received by the owner. This shall require the manufacturer declaration to be re-issued

(a) If any **hull appendage** is damaged and requires repair in any other way than described in section C the details shall be recorded on the manufacturer declaration.

E.2.4 MANUFACTURERS

(a) The **hull appendages** shall be built by manufacturers licensed by an LM.

SECTION F – RIG

F.1 PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) **Boom**
- (c) **Standing rigging**
- (d) **Running rigging**
- (e) **Bowsprit**

F.2 GENERAL

F.2.1 RULES

- (a) The **spars** and their fittings shall comply with the **class rules** in force at the time of **certification** of the **spar**.
- (b) The standing and running **rigging** shall comply with the **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by a LM or by anybody after a formal request has been made to the 280AD (if this responsibility has been delegated) and written approval is received by the owner. This shall require the manufacturer declaration to be re-issued.

- (a) If any **spar** is damaged and requires repair in any other way than described in section C the details shall be recorded on the manufacturer declaration.

F.2.3 MANUFACTURER

- (a) The **mast, boom, bowsprit** shall be built by manufacturers licenced by an LM.
- (b) No licence is required for the manufacture of **standing rigging** and **running rigging**.

F.3 MAST

F.3.1 FITTINGS

(a) MANDATORY

- (1) Mast head fitting
- (2) Upper shroud tangs
- (3) Two pair of fixed spreaders with spreader bars and spreader ends
- (4) Mainsail halyard sheave box
- (5) Mainsail halyard lock
- (6) Jib halyard sheave box
- (7) Gennaker halyard sheave boxes (2)
- (8) Gooseneck
- (9) Mast Heel attachment
- (10) Mast base including mast jack cylinder

(b) OPTIONAL

- (1) Second gennaker halyard aft turning sheave and clutch

F.4 BOOM

F.4.1 FITTINGS

(a) MANDATORY

- (1) Mainsheet blocks
- (2) Outhaul sheave
- (3) Reefline sheave
- (4) Boom vang fitting
- (5) Outhaul cleat and purchase blocks
- (6) Gooseneck attachment

F.5 BOWSPRIT

F.5.1 FITTINGS

(a) MANDATORY

- (1) Bowsprit tube
- (2) Outer end cap

F.6 STANDING RIGGING

F.6.1 MATERIALS AND CONSTRUCTION

(a) MANDATORY

- (1) The **forestay** shall be 6 mm 1 x 19 Dyform stainless wire with a fork terminal connecting to the forestay strop.
- (2) The intermediate **shrouds (D2)** shall be 3.5 mm 1 x 19 Dyform stainless wire with a "turnbuckle" lower termination at the first pair of spreaders.
- (3) The lower diagonal **shrouds (D1)** shall be 6 mm 1 x 19 stainless wire with a stud lower termination at the chainplate fitting.
- (4) The vertical **shrouds (V1,V2,D3)** shall be 6 mm 1 x 19 Dyform stainless wire with a stud lower termination at the chainplate fitting.
- (5) The bob **stay** shall be 5 mm 1 x 19 stainless wire with a stemball fitting at the lower fitting and a swaged loop at the upper (outboard) end.

F.6.2 FITTINGS

(a) MANDATORY

- (1) Shroud stay locking nuts and chainplate fittings
- (2) Forestay hydraulic ram
- (3) Forestay through deck strop

F.7 RUNNING RIGGING

F.7.1 MATERIALS

- (a) Materials are optional.

F.7.2 CONSTRUCTION

(a) MANDATORY

- (1) **Mainsail halyard**
- (2) **Mainsail sheet**
- (3) **Mainsail outhaul**
- (4) Boom Vang
- (5) Headsail Cunningham
- (6) **Headsail halyard**
- (7) **Headsail sheets**
- (8) **Gennaker halyard**
- (9) **Gennaker sheets**
- (10) **Gennaker Guy** (Tack Line)
- (11) **Running Backstays** (2)
- (12) **Running Backstay Tails** (2)

(b) OPTIONAL

- (1) **Mainsail** Cunningham
- (2) **Gennaker** recovery line
- (3) **Mainsail** reefing line
- (4) Second **gennaker halyard**

SECTION G – SAILS

G.1 PARTS

G.1.1 MANDATORY

- (a) **Mainsail**
- (b) **Jib**
- (c) **Gennaker**

G.1.2 OPTIONAL

- (a) Heavy Jib

G.2 GENERAL

G.2.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at the time of **certification**.

G.2.2 CERTIFICATION

- (a) The **official measurer or In-House Official Measurer** shall **certify** mainsails and headsails in the **tack** and gennakers in the **head** and shall sign and date the **certification mark**.
- (b) The ISAF or an MNA may appoint one or more **In-House Official Measurers** to measure and **certify sails** produced by that manufacturer.

G.2.3 SAILMAKER

- (a) No licence is required.
- (b) The weight in g/m² of the **body** of the **gennakers** shall be indelibly marked near the **head point** by the sailmaker together with the date and his signature or stamp. The overall weight of the **mainsail** and **headsails** shall be indelibly marked near the head point of each **sail** by the sailmaker together with the date and his signature or stamp.

G.2.3 Class Association Royalty Button

- (a) Each **sail** constructed shall have permanently fixed, (with stitching), near to its **tack**, an official 280CA button. No **sail** shall be accepted for its **fundamental measurement** without a **sail** button. The **measurer** shall sign and date across the button and **sail** to ensure that it cannot be transferred to another **sail**.
- (b) Royalty buttons shall only be available from the 280CA

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignia shall conform to the dimensions and requirements as detailed in the diagram contained in section H.3 and be placed in accordance with the diagram.

G.3.2 MATERIALS

- (a) The **ply** fibres shall consist of any material except PBO.
- (b) **Stiffening** shall consist of cornerboards and battens. Titanium is prohibited in the construction of cornerboards, battens or other fittings.
- (c) **Sail reinforcement** shall consist of any material except PBO.

G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail**.
- (b) The **sail** shall have a maximum of 6 **batten pockets** in the **leech**. The centreline of each **batten pocket** shall intersect with the **luff** of the sail, extended as necessary. A maximum of 3 **batten pockets** may terminate within 200 mm of the **luff**.
- (d) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham holes in the luff, **batten pocket patches**, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, foot line with cleat, **windows**, tell tales, **sail** shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- (e) The **leech** shall not extend aft of straight lines between:
 - (1) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**,
 - (2) the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below, and
 - (3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.

G.3.4 DIMENSIONS

- (a) The **upper leech point** shall be equidistant from the **three-quarter leech point** and **head point**.

All measurements in mm	minimum	maximum
Leech length	-	12430
Top width	-	1035
Upper width	-	1425
Three-quarter width	1900	2025
Half width	-	2960
Quarter width	-	3625
Sum of Half width, Three-quarter width, Upper width and Top width	-	7340

NOTE: The maximum of the sum of mainsail girths is less than maximum of each individual girth

G.3.5 WEIGHT

All weights in kg	minimum
Mainsail weight	To be added

- (a) The dry weight of the mainsail shall be measured without battens.
- (b) If necessary, lead corrector weights shall be added within 200 mm of the **head point**.
- (c) Excessive reinforcement intended to increase the weight of the **sail** is prohibited. Determination of excessive reinforcement and/or artificially heavy components will be subject to the discretion of the class measurer.

G.4 HEADSAILS

G.4.1 MATERIALS

- (a) The **ply** fibres shall consist of any material except PBO.
- (b) **Stiffening** shall consist of cornerboards and battens. Titanium is prohibited in the construction of cornerboards, battens or other fittings.
- (c) **Sail reinforcement** shall consist of any material except PBO.

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail**.
- (b) Each headsail shall have a maximum of 4 **batten pockets** in the **leech**. The centreline of each **batten pocket** shall intersect with the **luff** of the **sail**, extended as necessary.
- (c) Each headsail shall only be attached to the **forestay** using hanks.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, hanks, batten pocket elastic, **batten pocket patches**, batten pocket end caps, leech line with cleat, foot line with cleat, **windows**, tell tales, **sail** shape indicator stripes and items as permitted or prescribed by other applicable *rules*.
- (e) The **sail** may not be constructed to allow slab or other reefing.

G.4.3 DIMENSIONS

- (a) The **upper leech point** shall be equidistant from the **three-quarter leech point** and **head point**.
- (b) Heavy Jib Area = $\text{Luff Length} / 16 \times (2 \times \text{Luff Perpendicular} + 4 \times \text{Quarter Width} + 4 \times \text{Half Width} + 3 \times \text{Three-Quarter Width} + 2 \times \text{Upper Width} + \text{Top Width})$
- (c) The **sail leech hollow** shall be the shortest distance between a point on the **leech** and a straight line between any two points on the **leech** of the **sail**, when the straight line is aft of the point being measured on the **leech**. The maximum **sail leech hollow** shall be the largest hollow that can be found on any **sail**.

All measurements in mm unless shown otherwise	Heavy Jib	Jib
	Maximum	Maximum
Foot Length	-	3390
Heavy Jib Area	17100000 mm ²	-
Maximum sail leech hollow	25	25

G.5 GENNAKERS

G.5.1 MATERIALS

- (a) The **ply** fibres shall consist of woven ply. All ply fibres shall be of non-polyester material.
- (b) **Sail reinforcement** shall consist of any material.

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, woven ply, single ply sail.**
- (b) The **body** of the **sail** shall consist of the same **woven ply** throughout
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales and items as permitted or prescribed by other applicable *rules*.
- (d) The **sail** may not be constructed to allow furling or any type of reefing.
- (e) Windows are permitted below half height
- (f) Gennakers constructed using silicon coatings shall have a patch of material sewn on the **sail** near the tack for the sail limitation mark to be stuck to the **sail**.

G.5.3 DIMENSIONS

	minimum	maximum
Foot length	-	9000 mm
Half width	8250 mm	-
Mass of ply of the body of the sail	40 g/m ²	-

PART III – APPENDICES

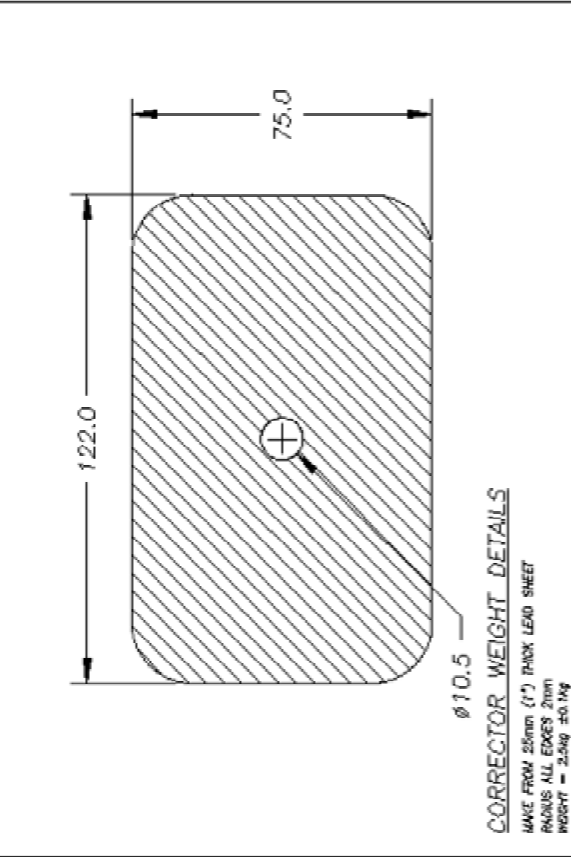
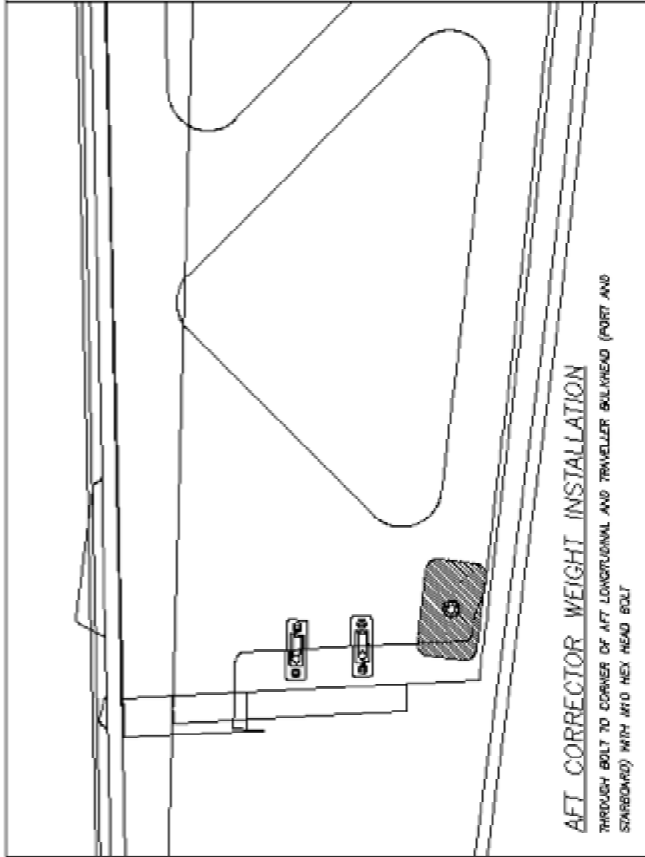
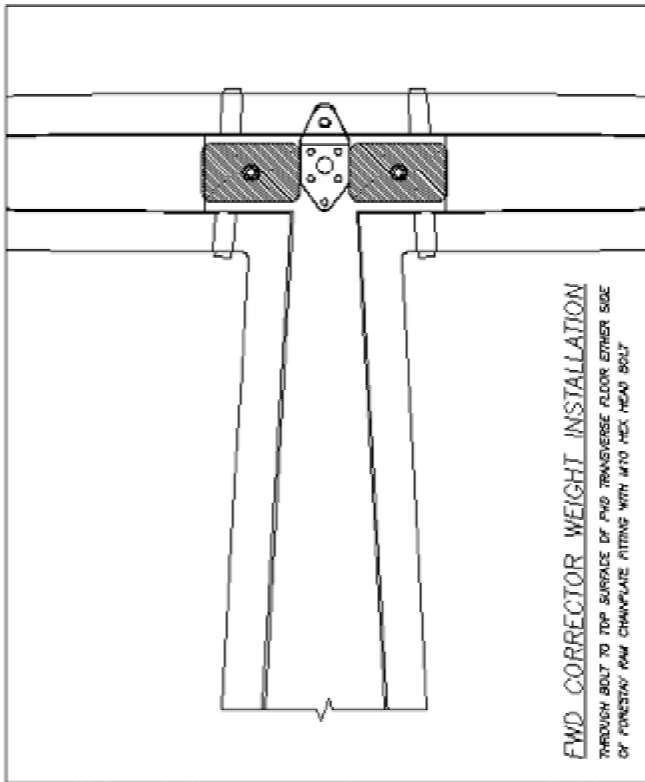
The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

SECTION H – APPENDIX

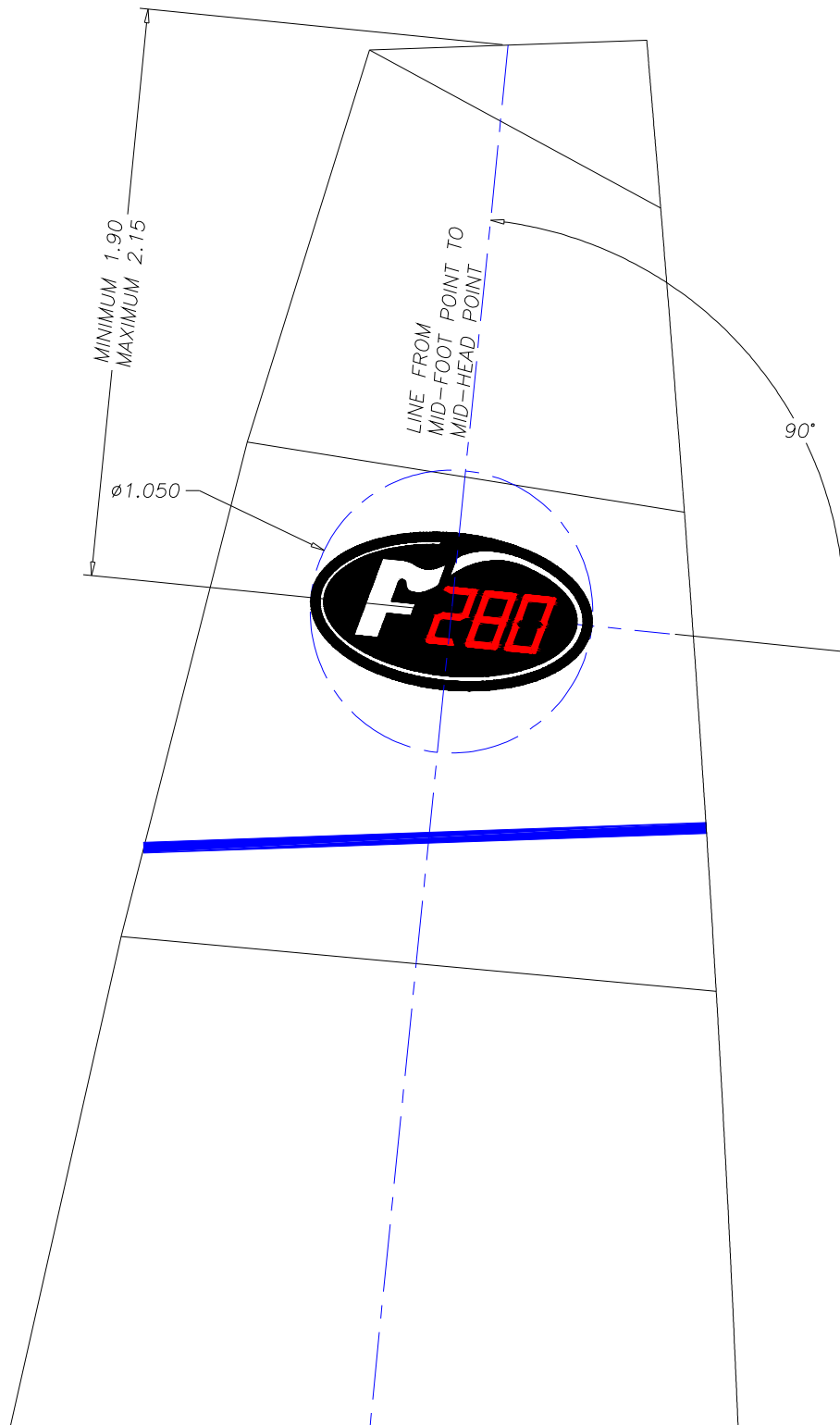
H.1 CORRECTOR WEIGHT DIAGRAM

See Rule C.6.3

DIAGRAM OF CORRECTOR WEIGHT PLACEMENT ON NEXT PAGE



H.2 MAINSAIL LOGO LOCATION AND ALIGNMENT



Note: Logo placement can be varied to avoid nearby batten

H.3 SAIL NUMBER AND NATIONAL LETTER DIAGRAM

PLACE HOLDER FOR DIAGRAM OF SAIL NUMBER AND NATIONAL LETTERING

H.4 LOGO AND GRAPHICS DIAGRAMS
TO BE DETERMINED

**H.5 HULL AND HULL APPENDAGE MANUFACTURER
DECLARATION**

(DECLARATION FORM FOLLOWS ON NEXT PAGE)

Sail number:

2014

FARR 280 CLASS

MANUFACTURER DECLARATION SECTION C, D & E, HULL & APPENDAGES

Hull/Sail Number:

HIN Number:

Builder:

Date of Completion:.....

Control Manager Name (PRINT):.....

Date of Initial Declaration:

Comments:

Modification, Maintenance and Repair Endorsements (Hull/section D or Hull Appendages/section E):

Farr 280 Certification Control Form.
First Issue: 1 April, 2014
Second Issue: 22 May, 2014

ITEM	RULE	SECTION C – CONDITIONS FOR RACING	MINIMUM	ACTUAL	MAXIMUM
1	C.6.2	Weight of the boat in dry condition (including corrector weights)	1525 kg		N/A
2	C.6.3	Total weight of corrector weights	0 kg		30 kg
3	C.6.3	corrector weights : forward/port location	None		7.8 kg
4	C.6.3	corrector weights : aft/port location	None		7.8 kg
5	C.6.3	corrector weights : forward/starboard location	None		7.8 kg
6	C.6.3	corrector weights : aft/starboard location	None		7.8 kg
NOTE: ALL INDIVIDUAL CORRECTOR WEIGHTS WEIGHT MINIMUM 2.4 kg, MAXIMUM 2.6 kg					

ITEM	RULE	SECTION E – APPENDAGES	ACTUAL
1	E.1.1	Keel serial number	
2	E.1.1	Rudder serial number	

DECLARATION to be signed by the **LICENSED MANUFACTURER**

- (a) This boat has been built using official registered moulds, plugs and patterns.
- (b) This boat has been constructed according to the official plans, the current Farr 280 Construction Manual and Farr 280 Class Rules.

Name of Builder:

E-Mail of Builder:

Signature of Control Manager:

Date:.....

H.6 RIG MANUFACTURER DECLARATION

(DECLARATION FORM FOLLOWS ON NEXT PAGE)

2014

FARR 280 CLASS

RIG MANUFACTURER DECLARATION SECTION F, RIG

Mast spar ID number:

Boom spar ID number:

Spar Builder:

Control Manager Name (PRINT):..... :

Date of Initial Declaration: :

Comments:

Modification, Maintenance and Repair Endorsements:

DECLARATION to be signed by the **LICENSED MANUFACTURER**

The rig components have been constructed according to the official plans, the current Farr 280 Construction Manual and Farr 280 Class Rules.

Name of Builder:

E-Mail of Builder:

Signature of Control Manager:

Date:.....

Farr 280 Certification Control Form.
First Issue: April 1, 2014

H.7 DECK LAYOUT

SECTION TO CONTAIN LIST OF DECK GEAR AND LOCATIONS

H.8 RUNNING RIGGING RESTRICTIONS

SECTION TO CONTAIN LIST OF MINIMUM DIAMETERS AND LINE RESTRICTIONS

H.9 EVENT DECLARATION

Form to declare crew and sails used for 280CA sanctioned event

H.10 THROUGH HULL LOCATION
WILL CONTAIN DIAGRAM OF THROUGH HULL POSITION

H.11 SAIL LIMITATION MARK REPLACEMENT FORM

TO BE DRAFTED

Effective Date DRAFT: May 22 2014

Published Date:

Previous issues: