

# FAST 40+

CLASS RULES 2018

VERSION 1, 31<sup>st</sup> December 2017



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## **PART I – REQUIREMENTS AND LIMITATIONS**

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

The rules in Part I are closed class rules. Certification control and equipment inspection shall be carried out in accordance with the ERS except where varied in this Part.

### **Section A – Conditions for Racing**

#### **A.1 GENERAL**

##### **A.1.1 RULES**

- (a) IRC Rule & Definitions
- (b) IRC Notices & Interpretations
- (c) World Sailing Equipment Rules of Sailing
- (d) World Sailing Racing Rules of Sailing
- (e) World Sailing Offshore Special Regulations
- (f) Fast 40+ Class Bylaws
- (g) Fast 40+ Class Interpretations

##### **A.1.2 RULES**

- (a) The boat shall be equipped to the World Sailing Offshore Special Regulations Category 4. However the Notice of race may prescribe addition requirements.
- (b) The ERS Part I – Use of Equipment shall apply.
- (C) RRS 50.4 shall not apply.

A spinnaker is defined as a sail set forward of the foremost mast with half width greater than 75% of foot length. Any other sail tacked down forward of the foremost mast is a headsail.

**(d) IRC Rule 21.1.5 (d) & (e) shall not apply – This is replaced by A.6.1**

**(e) IRC Rule 22.4 shall not apply – This is replaced by A.2.1**

## **A.2 CREW / HELMSMAN**

### **A.2.1 CREW NUMBERS**

**(a) The maximum number of crew is 11.**

**or**

**A boat may exceed the maximum crew number of 11, subject to the crew weight not exceeding 950kg. Boats exceeding a crew of 11 shall present their crew for weighing at the request of the Race Committee. A certified scale shall be used and crew shall wear at least shorts and a shirt whilst being weighed.**

**These requirements may be amended by a Notice of Race.**

**(b) Except in an emergency from the time the boat leaves the dock each day until the boat has finished racing for the day there shall be no crew changes, except with the permission of the Fast 40+ Class Race Director or a Class Committee Representative in the absence of the Fast 40+ Class Race Director**

### **A.2.2 LIMITATIONS**

**World Sailing Regulation 22, World Sailing Sailor Classification Code, shall apply.**

**The crew shall consist of no more than 5 persons either unclassified or classified as Group 3 under World Sailing Regulation 22, Sailor Classification.**

**The Class Committee may increase this limit for up to 2 named crew on a specific boat based on a review of the crew member's classification under the Fast 40+ Class Crew Review Process.**

### **A.2.3 GUESTS**

**Unless prohibited by the Notice of Race. A boat may carry one guest in addition to the crew. A guest shall not participate in the racing or operation of the boat. For the duration of a race they shall be positioned either side of the boat aft of the mainsheet track, with legs inboard. A guest is permitted to move from the allocated position for a toilet break.**

#### **A.2.4 HELMSMAN**

**(a) The Fast 40+ Class is an 'Owner Driver' Class. The provisions below for helmsmen other than bone fide owners are included solely:**

**(i) to provide for relief helmsmen during a race.**

**(ii) to provide for an owner or charter helmsman unavoidably absent for an event or part of an event.**

**(iii) to accommodate for the charter of boats.**

**(iv) to provide an owner not wishing to helm the opportunity to crew instead of helm their boat.**

**(b) Boats shall be helmed by their Owners, Part Owners, Charter Helmsman or Alternative Helmsman during a race. A Relief Helmsman may only helm as allowed by the criteria detailed in A.2.5 (d).**

**(c) Exceptionally, in emergency boats may be helmed by any crew member.**

#### **A.2.5 HELMSMAN DESIGNATIONS**

##### **(a) Owner**

**An owner is considered to be a person owning 100% of the boat and contributing an equivalent proportion to the running costs.**

##### **(b) Part Owner**

**A part owner is considered to be a person owning a significant proportion of the boat and contributing an equivalent proportion to the running costs. If a Part Owner owns less than 50% of the boat they shall be subject to the Alternative Helm Approval Process.**

**The Fast 40+ Class may ask to see documents that may include but not limited to Registration Certificates, Bill of Sale and/or Insurance Policy to confirm ownership. If the boat is owned by a company or corporation the principle owner of that organisation may be considered to be the owner or part owner for the purpose of this rule subject to approval by the Fast 40+ Class.**

##### **(c) Charter Helmsman**

**A person chartering a boat for the Fast 40+ Race Circuit or an individual event providing Fast 40+ Class Racing. A copy of the charter agreement shall be**

submitted to the Fast 40+ Class Review Committee, the charter fee shall be appropriate for the period of charter.

**(d) Alternative Helmsman**

An owner or charterer may request permission for an Alternative Helmsman to the Fast 40+ Class Review Committee a minimum of 14 days before a race.

The following criteria will be used as part of the approval process

(i) be Classified Group 1 under the World Sailing Classification Code.

(ii) in the last 6 years have only been classified as Group 1, or would have been so classified had a classification been held.

(iii) not have competed in the Olympic Games (Sailing), Volvo Ocean Race or in an America's Cup or Challenger Series within the last fifteen years.

(iv) not have been in the top 50 of the World Match Racing Rankings for the past fifteen years.

(v) A direct family member of the Owner may be given exemption from the Group 1 requirement subject to the approval of the Fast 40+ Class Review Committee

**(e) Relief Helmsman**

A relief helmsman can be any person within the crew.

Except in an emergency, during the race a relief helmsman shall not helm the boat:

(i) at the start or finish.

(ii) at any mark rounding.

(iii) for more than a total of 10 minutes

**A.2.6 OWNER OR CHARTER HELMSMAN ABSENT**

In the unavoidable absence of an Owner or previously approved Alternative Helmsman, the Class Review Committee may approve a Temporary Alternative Helmsman for a limited time period.

## **A.3 PERSONAL EQUIPMENT**

### **A.3.1 MANDATORY**

**(a) Personal equipment shall be carried to the minimum standard World Sailing Offshore Special Regulations Category 4. However the Notice of Race may prescribe additional requirements.**

## **A.4 PORTABLE EQUIPMENT**

### **A.4.1 MANDATORY**

#### **(a) FOR USE**

**(i) The minimum combined weight of anchor, anchor chain & 30m of dedicated warp for the main anchor shall not be less than 15 kg.**

**The Fast 40+ Class accepts no responsibility for the suitability of equipment based on the minimum weight. The responsibility for the suitability of the equipment remains with the Owner.**

### **A.4.2 OPTIONAL**

#### **(a) FOR USE**

**(i) There are no restrictions on portable equipment except where stated in these class rules.**

## **A.5 RIG**

### **A.5.1 LIMITATIONS**

**Means of adjusting the mast foot (vertically or longitudinally) or systems to adjust the forestay whilst racing are not permitted unless the boat is rated for these adjustments. If not rated for adjustment, systems connected to a pump or pressurised tank shall be disconnected or locked to prevent accidental use when racing.**

## **A.6 SAILS**

### **A.6.1 LIMITATIONS**

**(a) Unless altered by an events Notice of Race specifically for the Fast 40+ Class, IRC Rules 21.1.5 (d) and (e) do not apply. The sails carried on board (including mainsail) need not remain the same for the duration of the event but**



sails need to remain the same from the time the boat leaves the dock each day until the boat has finished racing for the day.

The number of spinnakers carried shall not exceed the number on the IRC Certificate.

#### **A.6.2 CERTIFICATION**

(a) In addition to the certification mark, the official measurer may write near or on the certification mark the sail dimensions and calculated area for all sails certified or re-certified after the 1st March 2016.

(b) At the request of the Fast 40+ Class a declaration of sails that may be used in an event shall be provided.

#### **A.6.3 MAINSAIL**

##### **(a) USE**

(1) The sail shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the sail whilst afloat.

(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.

#### **A.6.4 SAIL PURCHASE LIMITATIONS**

##### **(a) Boats Launched Prior To 1st November 2017**

(1) 1 Mainsail and 4 Headsails with an area greater than 93% of the IRC HSA certificate value may be added to a boats inventory for use in Fast 40+ Class Events in the period 1st November 2017 – 31st October 2018.

(2) There is no limit on the number of spinnakers that may be added to the inventory.

(3) There is no limit on headsails with an HSA equal to or less than 93% of the HSA declared on the IRC Certificate that may be added to the inventory.

(4) All sails measured and declared for a Fast 40+ Event prior to 1st November 2017 are permitted for use in Fast 40+ Class Events in addition to the sails declared in A.6.4, (a), (1).

## **(b) Boats First Launched After 1st November 2017**

**(1) 2 Mainsail and 5 Headsails with an area greater than 93% of the IRC HSA certificate value may be added to a boats inventory for use in Fast 40+ Class Events in the period 1st November 2016 – 31st October 2017.**

**(2) There is no limit on the number of spinnakers that may be added to the inventory.**

**(3) There is no limit on headsails with an HSA equal to or less than 93% of the HSA declared on the IRC Certificate that may be added to the inventory.**

## **(c) Damaged Sails**

**(1) A boat owner may apply to the Fast 40+ Class Measurer for exemption to A.6.4,(a),(1) or A.6.4,(b),(1) to replace sails lost, stolen or destroyed.**

**(2) Destruction would require more than 30% of the material in the body of the sail to be replaced.**

**(3) Permission to replace sails will only be considered for sails added to the inventory for use in Fast 40+ Class Events in the period 1st November 2016 – 31st October 2017.**

## **A.7 SUPPORT BOATS**

### **A.7.1 SUPPORT BOATS**

**All Support Boats must register in advance of each event with the Fast 40+ Class Race Director identifying those competitors that they are supporting.**

**Except when participating in rescue operations, all Support Boats shall have no contact and stay at least 100 metres away from any Fast 40+ Class boats from the moment the boats leave the dock each day until all Fast 40+ Class boats have finished racing for the day. Dispensation may be given by the Race Director in exceptional circumstances.**

## **A.8 LIFTING OUT**

### **A.8.1 LIFTING OUT**

All boats shall be afloat by 19.00 on the day prior to the first race of the regatta or sooner if the event Notice of Race or Sailing Instructions specify. Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the Fast 40+ Class Race Director or Race Committee.

## **A.9 CLASS ASSOCIATION MEMBERSHIP**

**A.9.1** The owner (or charterer) shall be a current member of the Fast 40+ Class Association. The Class Association may at its discretion issue a One-Event Membership to a non-member charterer, restricted to a maximum of one event per calendar year.

## **SECTION B – LIMITATIONS**

### **B.1 FAST 40+ IRC RATING**

#### **B.1.1 CERTIFICATION**

Boats shall hold a valid Endorsed IRC Rating Certificate. All rating shall be issued through the RORC Rating Office in Lymington.

#### **B.1.2 MEASUREMENT**

Boats shall be measured by a measurer approved by both the RORC Rating Office and Fast 40+ Class using the criteria for IRC Endorsed Certificates. The Fast 40+ Class may request additional measurement checks of rated dimensions or weights including bulb weight, either as part of event Equipment Inspection or Prior to an Event.

#### **B.1.3 BULB WEIGHT**

In addition to the Rule Authority requirements for an Endorsed Certificate the bulb weight shall be verified by weighing as part of the measurement process. Keels fitted prior to 1st November 2016 are permitted to delay weighing until the keel is removed for another purpose such as repair or modification.

#### **B.1.4 IRC TCC**

Boats shall have a 2018 IRC TCC between 1.210 to 1.270

#### **B.1.5 IRC NO SPINNAKER TCC**

**The maximum 2018 IRC Non Spinnaker TCC is 1.234.**

#### **B.1.6 IRC CERTIFICATES**

Up to 2 additional IRC Certificates are permitted to be used in Fast 40+ Class Events in addition to the IRC Certificate used for Round 1 of the Fast 40+ Class Series. Boats competing in events other than Fast 40+ Class events (such as Offshores) are permitted to change configuration and certificate for these events, in this case if the rated parameters revert to those on the certificate used in the previous Fast 40+ Class event it will not be considered a certificate change for this rule.

## **B.2 BOAT DEFINITION**

### **B.2.1 EXISTING BOATS**

Existing boats are boats first launched with an Age Date prior to 1st September 2015.

### **B.2.2 LENGTH OF HULL**

(a) LH shall be between 12.00 & 12.60m

(b) Existing boats LH shall be between 12.00m & 12.85m. An existing boat shall not modify LH to greater than 12.60m. (If LH changed then so will Age Date hence no longer an existing boat)

### **B.2.3 BEAM**

(a) Maximum Hull Beam shall be 4.35m

### **B.2.4 DRAFT**

The maximum draft (Measured in Salt Water SG 1.025):

(a) Maximum draft shall be 3.00m

The Fast 40+Class Measurer may permit slight variations to this limit for an individual boat for a limited period of time.

### **B.2.5 DISPLACEMENT LENGTH RATIO**

The DLR as shown on the IRC Certificate shall be:

(a) Less Than 90

(b) Existing boats – Less Than 110

### **B.2.6 SPEED RATIO**

Speed ratio is calculated from  $IRC\ TCC2 / LH$

(a) Greater than 0.125

(b) Existing boats – Greater than 0.120

## **B.3 RIG DEFINITION**

### **B.3.1 P (MAINSAIL HOIST)**

(a) The maximum P (Mainsail Hoist) shall be 17.35m

### **B.3.2 MAST WEIGHT & CENTRE OF GRAVITY**

The Fast 40+ Class Rules do not include any restrictions on Mast Weight or Centre of Gravity. It is intended to continue to investigate the option of including these controls during the 2018 season.

## **B.4 APPENDAGES**

### **B.4.1 KEEL**

One fixed centreline keel which is solid in profile shall be fitted with no wings or winglets. No parts of the keel shall be adjustable and movement shall be limited to the normal elasticity of the materials used.

### **B.4.2 RUDDER**

Either a single centreline rudder or a twin rudder configuration with both rudders symmetric about the centreline and in the same longitudinal position shall be fitted. Rudders shall not be fitted with endplate(s)

### **B.4.3 BALLAST SYSTEMS**

No additional appendages to those defined in B.4.1 & B.4.2 shall be fitted including DSS or similar. Water ballast systems are not permitted.

## **B.5 Engine and Propulsion.**

**B.5.1 The weight of the engine and saildrive shall be no less than 153Kg (dry weight) any system below this figure will be required to add weight in ballast to achieve class minimum. In a hybrid engine any extra battery capacity and generator needed will be included in the weight.**

**B.5.2 Speed under power with propeller in smooth water and without assistance of wind shall not be less than  $1.811 * LH^{0.5}$  (knots) where LH is in meters ( $LH^{0.5}$  where LH is in feet).**

**B.5.3 The propeller shall, at all times, be ready for use and shall not be retracted. Any yacht with a retractable propeller system installed on December 31st 2017 is exempt from this rule.**

## **Section C – Construction**

### **C.1 GENERAL**

#### **C.1.1 RULES**

(a) Compliance with these rules does not relieve the competitor from ensuring that the boat is of adequate strength.

### **C.2 CONSTRUCTION**

#### **C.2.1 BUILD CERTIFICATION**

(a) World Sailing Building Plan Review Certification is required for Category A. For consistency, this certification shall be carried out by Germanischer Lloyd.

(b) Existing boats are excluded from the requirement (C.2.1(a)) for World Sailing Building Plan Review by Germanischer Lloyd, however any modifications shall be in accordance with the requirements of World Sailing Offshore Special Regulations 3.03 for a Category 2 Monohull. At the request of the Fast 40+ Class structural declarations or other requested information shall be provided to show these requirements have been met.

#### **C.2.2 CONSTRUCTION MATERIALS**

(a) Honeycomb core material is not permitted for boats first launched after 1st November 2016. (The intention of this rule is to limit core material to foam, if clarification on material is required this should be requested from the Fast 40+ Class.)

#### **C.2.3 KEEL FIN WEIGHT & MATERIALS**

(a) Keel fins constructed or modified after 1st November 2016 shall not include material with a specific gravity greater than 9.0 (e.g. lead).

## **PART II – ADMINISTRATION**

### **Section D – GENERAL**

#### **D.1 LANGUAGE**

**D.1.1** The official language of the Fast 40+ Class is English and in case of dispute over translation the English text shall prevail, all communications and meetings shall be in that language. For the purpose of statutory or legal requirements the Fast 40+ Class should be considered to be based in the United Kingdom until such time that the association is moved.

**D.1.2** The word “shall” is mandatory and the word “may” is permissive.

**D.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.

#### **D.2 ABBREVIATIONS**

**D.2.1** ERS Equipment Rules of Sailing

RRS Racing Rules of Sailing

RORC Royal Ocean Racing Club

OSR World Sailing Offshore Special Regulations

#### **D.3 DISCLAIMER**

**D.3.1** The Fast 40+ Class shall be under no liability whatsoever for any loss, damage, or expense of whatever nature, whether direct or indirect, (including but not limited to loss of profit) howsoever arising in the course of performance of the services provided under their Rules, **UNLESS** same is provided to have resulted solely from the wilful default of the Fast 40+ Class or their employees or agents, or sub-contractors employed by them in connection with the services provided in which case the Fast 40+ Classes liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a total of (10) times the annual fee paid by any one member or Euro 10,000 whichever is the smaller sum.



#### **D.4 ADMINISTRATION OF THE CLASS**

**D.4.1 The administration of the class shall be in accordance with the Fast 40+ Class Bylaws**

#### **D.5 CLASS RULE AMMENDMENTS**

**D.5.1 Amendments to the Fast 40+ Class Rules shall be made in accordance with the Fast 40+ Class Bylaws.**

#### **D.6 CLASS RULE EMERGENCY CHANGES**

**D.6.1 To protect the spirit of the Fast 40+ Class, amendments to the Fast 40+ Class Rules may be made at short notice in accordance with the Fast 40+ Class Bylaws.**

#### **D.7 CLASS RULE INTERPRETATIONS AND DISPENSATIONS**

**D.7.1 Interpretations or Dispensations to the Fast 40+ Class Rules shall be made in accordance with the Fast 40+ Class Bylaws.**

## **PART III – APPENDICES**

### **APPENDIX A: CLASS LOGO**

A Class logo measuring shall be placed on both sides of the mainsail. The logo shall be supplied by the Fast 40+ Class Approved supplier.

It shall be placed between the Upper Width and the Three-Quarter Width approximately in the centre of the sail.

### **APPENDIX B: Bow Numbers**

Bow numbers shall be placed on both sides of the bow in colours agreed by the Fast 40+ Class. Bow numbers shall be supplied by the Fast 40+ Class Approved supplier.