

FAST 40+

CLASS RULES 2016

VERSION FINAL DRAFT, 14 JANUARY 2016





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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) WS / ISAF Equipment Rules of Sailing
- (d) WS / ISAF Racing Rules of Sailing
- (e) WS / ISAF Special Regulations
- (f) Fast 40+ Class Bylaws
- (g) Fast 40+ Class Interpretations

A.1.2 RULES

- (a) The boat shall be equipped to the 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) – See A.7.1
- (e) IRC Rule 22.4 – See 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.

A.2.2 LIMITATIONS

WS / ISAF Regulation 22, WS / ISAF Sailor Classification Code, shall apply.

The **crew** shall consist of no more than 5 persons either unclassified or classified as Group 3 under WS / ISAF 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

If permitted by the Notice of Race. A boat may carry up to 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. The Notice of Race may require the Guest to be allocated by the Fast 40+ Class.

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.

(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 WS / ISAF 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 as a 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.

(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 be shall be carried to the minimum standard WS / ISAF Offshore Committee Special Regulations Category 4. However the Notice of Race may prescribe additional requirements.

A.4 CLASS ASSOCIATION MEMBERSHIP

A.4.1 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.



A.5 PORTABLE EQUIPMENT

A.5.1 MANDATORY

(a) FOR USE

- (i) The minimum combined weight of anchor chain & 30m of dedicated warp for the main anchor shall be no 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.5.2 OPTIONAL

(a) FOR USE

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

A.6 RIG

A.6.1 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.7 SAILS

A.7.1 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.7.2 CERTIFICATION

- (a) In addition to the certification mark, the **official measurer** shall 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.7.3 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.8 SUPPORT BOATS

A.8.1 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 with any Fast 40+ class boats whilst afloat and stay at least 100m away from any boat racing and will stay outside the race area from the time of the warning signal for the first start until all racing boats have finished, or the race committee signals a postponement, general recall or abandonment for the day.

For the purposes of identifying the race area, this shall be determined as any part of the course bound by racing marks, start and finish lines and relevant lay lines between race marks extending to 100m from all these points.



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.1.1 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.1.2 IRC TCC

Boats shall have and IRC TCC between 1.210 to 1.270 (A lower limit of 1.191 will be permitted for 2016)

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 & 13.30m. An existing boat may not modify LH to greater than 12.60m.

B.2.3 DRAFT

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

- (a) Maximum draft shall be 3.00m
- (b) Existing boats with keel and bulbs fitted and measured prior to 31st October 2015 will be permitted up to 3.15m.

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

B.2.4 DISPLACEMENT LENGTH RATIO

The DLR as shown on the IRC Certificate shall be:

- (a) Less Than 90
- (b) Existing boats – Less Than 110 (This limit is increased to 124 for 2016 Only)

B.2.5 SPEED RATIO

Speed ratio is calculated from $IRC\ TCC^2 / LH$

- (a) Greater than 0.125
- (b) Existing boats – Greater than 0.120 (This limit is reduced to 0.117 for 2016 Only)



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) WS / ISAF Building Plan Review Certification is required for Category A. For consistency this certification this shall be carried out by Germanischer Lloyd.
- (b) Existing boats are excluded from the requirement (C.2.1(a)) for WS / ISAF Building Plan Review by Germanischer Lloyd, however any modifications shall be in accordance with the requirements of WS / ISAF Sailing 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.



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 WS / ISAF 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 20,000 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 1m x 1m shall be placed on both sides of the mainsail.

It shall be placed between arcs of radius 0.00m and 0.00m measured from the head of the sail with centres of the logo approximately on the centreline of the sail.

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