

AMYA Class Rules Fairwind, Fairwind II, and Fairwind 900 - By Kyosho FAIRWIND ONE  
DESIGN CLASS RULES - Version 3.0 - May 1, 2003

Fairwind General Class Description:

Length Overall (LOA)900 mm

Beam226 mm

Displacement Minimum 8.0 lbs.

Mast Height1220 mm

Sail Area0.381 m<sup>2</sup>

The rules are intended to ensure that all boats are as alike as reasonably possible with regard to hull, deck, keel, rudder, displacement and rig size. It is hoped that the Fairwind will provide very close racing with a one-design yacht.

**1.0 CONCEPT** The definitions, dimensions, and restrictions listed are intended to maintain the one-design concept for this class.

**1.1 General** The class specification is defined by these class rules, the manufacturer's kit instructions at the time the kit was assembled, and any applicable rules of the AMYA, in that order of precedence. All dimensions shown on the manufacturer's plans are to be adhered to unless specifically overridden by these rules.

**1.2 Definitions**

In these rules the word "shall" means mandatory while the word "may" is permissive.

**1.2 Units of Measure**

In these rules millimeters (mm) are used as the unit of length to remain consistent with the assembly instructions provided by Kyosho. For the purposes of measurement, inches can be substituted by applying the conversion 25.4mm = 1.0 in. The weight of the boat is measured in pounds (lb) since these rules override the assembly instruction regarding ballast.

**2.0 STANDARD** The class shall be called the "Fairwind One-Design". Boats conforming to these rules shall be assembled from a kit, herein referred to as "the kit". The kit is only that as manufactured by Kyosho of Japan and sold as a Fairwind, Fairwind II or Fairwind 900.

**2.1 Hull and Keel** The hull and keel shall be as supplied by the Kit but may be reinforced internally for collision protection but shall not be modified in any other way.

**2.2 Deck and Hatch (2002)** The deck shall remain as supplied by the kit except for modifications allowed elsewhere in these rules. New or different sheet exit guide holes may be added. The hatch cover shall be that as supplied in the kit and referred to as "the cabin" in the manufacturers assembly instructions.

**2.3 Rudder** The rudder shall be as supplied by the kit. If damaged or broken a new one should be obtained from the manufacturer. The skipper may repair scratches and other minor damage so long as those repairs do not constitute a majority of the structure of the rudder.

**2.4 Internal Structure (2002)** The internal structural components of the boat such as the servo tray, the mast step support column and the rudderpost support brace may be modified or deleted. Additional structural components may be added. Components may be constructed out of any commercially available material.

**3.0 DISPLACEMENT AND BALLAST** The minimum ready-to-sail race weight shall be 8.0 lbs. The ready-to-sail race weight includes radio receiver, batteries, rudder servo, sail control unit, sails and rigging. Removable ballast may be used but must conform Rule E4.7 of Appendix E of The Racing Rules of Sailing for 2000-2004 as published by the International Sailing Federation relating to Radio Control Yachts which reads:

**E4.7 Moving Ballast**

Rule 51 is replaced with:

During an event and unless the class rules specify otherwise,

- (a) ballast shall not be shifted, shipped or unshipped
- (b) except for replacements of similar weight and position, no control equipment shall be shifted, shipped or unshipped
- (c) the position of rig counterbalance weights may be adjusted
- (d) bilge water shall not be used to trim the boat, and may be removed at any time.

**3.1 Materials** Ballast shall consist of a material not denser than lead and shall be in the form of shot added to the keel. As specified by the AMYA, ballast shall not be of a material that poses a hazard to the boat, other boats or the environment. Ballast that contributes to the minimum weight of the boat shall be fixed in the keel with glue or some other permanent means.

**4.0 SPARS (2002)** The mast and booms shall be made of aluminum, fiberglass, carbon fiber or wood. Hollow spars are allowed. Any replacement spars must not exceed the dimensions of the originals provided in the kit. These maximum dimensions include end fittings.

*Maximum dimensions :*

- Jib boom: 8mm max diameter, 355mm max length.

- Mast: constant section, 10mm max fore/aft dimension, 10mm max width, 1220mm max length. The mast length is measured from the step to the top of the masthead fitting but excludes the backstay crane.

- Main Boom: 10mm max diameter, 400mm max length.

Fittings attached to spars other than end fittings are not considered part of spars.

**5.0 RIGGING** Running and standing rigging may use commercially available or home built fittings, fairleads, turnbuckles, screw eyes, bowsies, goosenecks, spreaders, etc. The type of line or wire used for sheets or shrouds, etc. is not controlled. Reinforcements may be added under the deck at the chainplates, backstay attachment points, sheet exit guides, and jibstay attachment point. All standing rigging shall be adjusted only by manual means.

**5.1 Mast Rigging** The original standing rigging layout shall be comprised of an adjustable, permanent backstay, sidestays, and a jibstay. Lower sidestays (as per the kit) may be omitted. A jib boom topping lift may be added. No other rigging such as jackstays or jumpers may be added to the rig. Rotating masts are prohibited.

**5.2 Jib Pivot (2002)** The Jib boom pivot shall be attached to the centerline of the deck. The pivot may be adjusted fore and aft on both the deck and the jib boom. The jib shall be rigged such that the jib boom does not extend forward of a line projected upward along the stem of the boat when the jib boom is held parallel to the centerline of the deck. The original kit's jib pivot tang may be modified or removed.

**5.3 Jib Counter balance (2002)** A jib counterbalance may be used, but must not extend beyond a line projected along the stem of the boat. The counterbalance is not counted as part of the jib boom for purposes of maximum length.

**5.4 Mast Crane and Backstay Bracket (2002)** The maximum length of the crane at the top of the mast is 80mm when measured from the front face of the mast to the aft edge of the crane measuring parallel to the centerline of the crane.

**5.5 Mast Fittings** Different or replacement mast fittings may be used.

**5.6 Wind Indicators** The use of a wind indicator or vane on the top of the mast is allowed, and shall not be included in the restriction on mast height (see 4.0).

**5.7 Deck Layout:** The layout of components on the deck may be modified to accommodate alternate control systems. Non-functional components such as steering column and wheels, deck railings, winch and cleats may be omitted. The cabin area may be sealed. Alternate deck fittings may be used. The fore/aft location of the shroud attachments at the deck must conform to the manufacturers assembly instructions.

5.8 *Sail Controls* The manner in which the main and jib sheets are rigged and controlled is left to the skipper's discretion provided only 1 R/C channel is used for sail control (see 7.0).

5.9 *Boom Vang (2002)* The boom vang may be deleted or altered.

5.10 *Backstay (2002)* The backstay attachment to the hull may be altered from the kit location, but must be on the centerline of the boat aft of the hatch cover. The original backstay tang may be modified or removed.

6.0 *SAILS (2003)* All unmodified sails supplied with the kit or as replacement parts from the kit manufacturer shall be considered legal and shall not need to conform to the measurements listed in Appendix #2. All other sails shall conform to the diagram and measurements listed in Appendix #2.

6.1 *Construction* Sail may be constructed of any material and may be of single or paneled construction. Molded sails are specifically prohibited.

6.2 *Corner reinforcements (2003)* Broadseam reinforcements batten pockets and battens are unrestricted as to material. Corner reinforcements may extend a maximum of 110mm from the corners of the sail.

6.3 *Attachments* Halyard, downhaul, and clew outhaul attachment points shall be placed within 25mm of each sail corner. Cunningham eyes are allowed in the sails.

6.4 *Battens (2002)* Battens may be fitted to the mainsail and jib, with a maximum of four on the mainsail and two on the jib. They shall be placed so as to divide the leach into approximately equal segments. Their maximum length shall be as per the original sail battens supplied with the kit i.e. a maximum of 95mm for the main and 65mm for the jib but may at the skippers discretion be shorter or removed.

6.5 *Measurement* Sails, when measured, may be measured on or off the spar. Boltropes (if included on the sail) will not count as in the measurement of the sail. Foot and leach curves shall be defined by the measurement points and faired with a constant section batten connecting corners of the sail through the intervening measurement points, with no bending in the batten induced beyond the corners of the sail. The maximum dimensions of the sails are defined in Appendix #2. There are no minimum dimensions.

6.6 *Sail Numbers and Class Logo (2003)* Sail Numbers are assigned by the class secretary. Sail numbers must be displayed for all class events. Sail numbers shall conform to Appendix G of The Racing Rules of Sailing for 2000-2004 as published by the International Sailing Federation as modified by Rule E6 of Appendix E relating to Radio Control Yachts except as modified by these rules as follows:

- The use of the class logo is optional and shall be displayed only on mainsail when used. The class logo is a stylized "F" as detailed in Appendix #1.
- The minimum size for sail numbers shall be 75mm. There is no maximum size requirement
- More or less than 2 digits of the sail number may be displayed if desired.
- Display of sail numbers on the jib is optional.
- Display of the National Identifier is optional.

For reference, rule E6 of the RRS reads:

## **E6 APPENDIX G IDENTIFICATION ON SAILS**

Appendix G is changed as follows:

(a) In rule G1 add RSD after ISAF.

(b) Rule G1.1(c) is replaced by: a sail number, which shall be the last two digits of the boat registration number, allotted by the relevant issuing authority. Where this is a single-digit

number, a 0 shall be placed in front. Alternatively an owner may be allotted a personal sail number by the relevant issuing authority, the last two digits of which may be used on all his boats. Where this is a single-digit number, a 0 shall be placed in front.

(b) In rule G1.2(b) delete and opposite and add to the table:

*Minimum height*

*Minimum space between letter and numerals or edge of sail*

Numerals on RC boats

100 mm

13 mm

Letters on RC boats

60 mm

13 mm

Maximum dimensions shall be the minimum plus 10 mm. The space between marks on opposite sides of the sail shall be 60/100 mm. If a sail is too small to use the specified dimensions, smaller letters and numbers may be used, with 13 mm as the absolute minimum spacing.

(d) Rule G1.3(c) is replaced by: Sail numbers shall be placed above the national letters. There shall be space in front of the sail number for the prefix 1, which may be prescribed by the race committee in the event of a conflict between numbers.

(e) Rule G1.3(e) is replaced by: The sail number shall be displayed on both sides of the headsail.

Sail numbers should be of a color that contrasts the sail color in such a way as to be easily visible. If desired owners may display their assigned sail number on the hull or deck of their boat as well without restriction.

6.6.1 Local Identifiers If desired, a local identifier such as yacht club identifiers may precede the sail number.

7.0 RADIO A maximum of two R/C channels shall be used to control the boat. One channel shall be used for sail control, the other for the rudder. Radios and receivers with more than two channels are allowed so long as only two channels are used. Radios must conform to national, state and/or local regulations.

8.0 ADVERTISING/SPONSORSHIP Advertising and sponsorship may be displayed on boats and sails but so long as it does not interfere with the legibility of sail numbers and other identification per Rule 6.8.

Maximum Sail Measurements Mainsail

Jib

A

Luff

1125 mm

1048 mm

B

Leach

1160 mm

983 mm

C

Foot

388 mm

343 mm

D

Top Quarter Girth

151 mm

121 mm

E

Mid Girth

267 mm

218 mm

F

Bottom Girth

345 mm

299 mm

G

Foot Rounds

10 mm

10 mm

H

Head Board

13 mm

13 mm

End of Fairwind Class Rule Rev 3