

INTERNATIONAL 60 MULTIHULL ASSOCIATION



The following amendments to the Class Rules have been approved to be effective 1st January 2004.

NEW Rule 7

Amendment: Add new rule to read as follows:

“7 – Rated Beam

The overall beam shall not be greater than 18.70m maximum.

This beam, measured in rating condition, comprising every element of the boat, only excepting the non-immersed parts of the lifting elements defined in Rule 20 and their operating system (in the lowered or raised position).”

NEW Rule 19

Amendment: Add new rule to read as follows and renumber subsequent rules:

“Rule 19 – Limitation of reinforcing or core materials used in the fabrication of composite masts

From the 1st of January 2004, only the reinforcing material or core of composite elements displayed in the following table, are allowed in any new realisations of composite masts of ORMA class boats.

Family of reinforcing or core material	Type of fibre or allowed material
Glass fibre	Any type
Aramid fibre	Kevlar 49 or inferior. See (1) below
Carbon fibre	See (2) below
Sandwich core	Wood, foam of any material, Aramid honeycomb

- (1) "inferior" means a material having been regularly produced industrially for at least five years, and whose principal characteristics (price, tensile/compressive strength and modulus) are inferior or equal to "as built" Kevlar 49.
- (2) any carbon fibre having been regularly produced industrially for at least five years having a tensile modulus lower than 400 GPa and an ultimate tensile strength comprised between 3500 and 5500 Mpa.

A mast tube built before the 1st of January 2004 including non-allowed material may be used in ORMA class rules, if the user can prove that, after eventual reinforcement, the mast is as resistant in any point than a mast tube with the same stiffness built with an allowed material.

A mast tube including non-allowed material, and not satisfying the above condition may only be used in ORMA class rules as a replacement mast (according to the conditions of article 14) during a reasonable period of time for the building of a next mast.

INTERNATIONAL 60 MULTIHULL ASSOCIATION



Consequently:

19.1 For the masts built after 2004-01-01

A specific declaration shall be sent, fully filled, when necessary, to the measurer of each boat, with a copy to ORMA. A model of this declaration is given in the enclosed Annex 3 of these rules.

19.2 For the masts built before 2004-01-01 using non-allowed material.

A specific declaration shall be sent, fully filled, when necessary, to the measurer of each boat, with a copy to ORMA. A model of this declaration is given in the enclosed Annex 4 of these rules.

NEW Rule 20

Amendment: Add new rule to read as follows:

“20 – Limitation of lifting surfaces

20.1 Definition of lifting surfaces

For the purpose of the present rules, a lifting surface is any part (full or partial) of an appendage able to create a vertical force at zero heel, with the exception of the following elements:

The rudder blades having a maximal angle with the vertical smaller than 10°, at zero degree heel, and no rudder angulation.

Any protuberance affecting the section of an appendage for less than 10mm, measured along its generating line, and protruding from the profile by less than 50 mm (fences)

20.2 Limitation of the total area of the lifting surfaces

The projection of the maximum total immersible lifting area on a horizontal plane, at zero degree heel, shall not be greater than 1.8 m².

NEW Rule 21

Amendment: Add new rule to read as follows:

“21 – Emergency Sheet Release

In single handed races held after the 1st January 2004, the boats shall be equipped with devices fully letting out the sails, in order to avoid capsize. The devices may be with manual and/or automatic actuation, provided that a manual command can override in any case an automatic command. The manual command shall be, at least, actionable from each helm position and from a place in the interior accommodation.

These devices may be electronic, electric, mechanic, hydraulic, etc, or any combination thereof, provided it is a safety device that cannot be used for sheeting in the sails.

This amends RRS 52 regarding the use of hydraulic devices.”
