

INTERNATIONAL 6 METRE CLASS



The following amendments to the Class Rules have been approved to be effective 1st May 2010 by the Class Rules Sub-committee.

Rule 1 - RULE AND DURATION

Amendment: Add to the end of the existing rule

Yachts shall be surveyed, measured and rated in accordance with, and otherwise comply with, the class rule and scantlings current when the yacht was first certificated, except that:

(a) replacement spars and equipment shall comply with the class rule current at the time of replacement;

(b) sails shall comply with the current class rule; and

(c) a yacht which has had the shape of the underwater part of her hull excluding the keel altered, or the position of a rudder post altered, or freeboard altered, shall be measured for waterline length and freeboard under the class rule current at the time of alteration.

(d) yachts initially certificated or constructed prior to 31st December 1965 have the option of measurement under the limitations and with the permitted variations set out in Appendix A.

Rule 3 - Length

Amendment: existing rule as follows:

The length "L" for the formula shall be the length measured at a height of 90mm above the L.W.L. plus one and one-half times the difference between the chain girth at the bow section measured to points 300mm above "L" and twice the vertical height from "L" to those points plus one-third of the difference between the chain girth, from covering board to covering board, at the stern ending of this length, and twice the vertical height at the side of the yacht at this station. For the purpose of calculating the rating the minimum difference of girth at the bow station, as defined above shall be 180mm, and minimum difference of girth at the stern station as defined above, shall be 600mm. The requirement for a minimum value for the difference of girth at the stern station shall not apply to yachts laid down before 31 December 1961.

The afterbody of the yacht shall be so shaped that an after chain girth measurement can be taken in a vertical transverse plane intersecting the after overhang at a height of 180mm above the L.W.L (L_2).

If one third of the girth difference (i.e. the chain girth from covering board to covering board less twice the vertical height) at this station, (L_2), is less than 65 per cent of one third of the stern girth difference at L_1 , the deficiency shall be added to the stern girth difference in calculating the yacht's rating. The horizontal distance from L_1 to L_2 shall not be less than 190mm. The requirement to measure

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an additional girth measurement at L₂ and any associated penalties shall not apply to yachts laid down before 1 November 1970.

Rule 7 - Freeboard

Amendment: Amend part of the existing rule as follows:

"For yachts first laid down after 1 November 1970, Ffreeboard aft shall not be taken as more than 95 per cent of the freeboard forward and the freeboard forward shall not be taken as more than 20 per cent greater than the freeboard amidships."

Rule 12 - Sail Area (see Measurement Instruction 27)

Amendment: Add to the end of the existing rule

Every sail first measured after 1st May 2010 shall have permanently fixed near its tack, or near the head on spinnakers, an ISMA sail royalty label. No sail shall be accepted for its first measurement without a sail label. Labels shall not be transferred from one sail to another. Sail labels shall be obtained from the International Six Metre Association by the sailmaker or the owner.

Rule 30 - Advertising

Amendment: Replace the existing rule with:

Advertising is allowed in accordance with regulation 20, however competitor advertising as per regulation 20.3.1.2 is restricted to the following areas:

- 1) On spinnakers
- 2) On the transom of the yacht
- 3) On flags hoisted on the forestay when moored

A yacht may not be named with an advertising name as defined in ISAF Advertising Code, see ISAF Regulation 20. (www.sailing.org/regulations)

Rule 33 - Exotic Materials

Amendment: Amend the existing rule as follows:

Equipment, fittings, mast, boom and rigging on all yachts laid down after 1st March, 1972, shall be made of materials having properties not in excess of those of aluminium and its alloys and steel and its alloys, as given in the following table:

	Aluminium Alloys	Steel Alloys
Modulus of Elasticity	7800 kg/mm ²	25000 kg/mm ²
Ultimate tensile strength	57 kg/mm ²	180 kg/mm ²
Ultimate compressive strength	37 kg/mm ²	180 kg/mm ²

Composite materials, such as those incorporating fibres of graphite, boron and other materials of limited availability, are prohibited. Scarce metals such as

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tungsten, beryllium and titanium, and their alloys are prohibited, but the use of such metals as alloying elements, not in excess of a total of 30% is permitted. No material used shall result in any advantage in respect to the saving of weight or the reduction of size of sections, nor shall strength, stiffness or elastic modulus be improved relative to density to a degree greater than that which is obtainable by the use of the above tabulated materials.

Spinnaker Poles and their associated fittings and tiller extensions may be made of any material.

The above shall also apply to structural items not covered by the Scantling Requirements.

Measurement Instruction 13 - DESCRIPTION OF MARKS AND FIXING THEM ON YACHT

Amendment: Replace

Before the official measurer measures a yacht the marks enumerated in measurement instruction 14 shall be provisionally placed in position as nearly as possible by the owner's representative (i.e. the designer or builder) as follows:

(a) The waterline marks, L, at the ends of the waterline, in a transverse plane, at a right angle to the waterline, so that the outer edges of the marks denote the waterline ending (see figures 1 and 2 and instruction 20) and as close to the centreline of vessel as possible:

(b) The upper length marks, L₁, at the ends of the measured length and L₂, on the after part of the counter, in, in a transverse plane at a right angle to the waterline (see figures 1 and 2) and as close to the centreline of the vessel as possible.

They shall be fixed so that their outer edges shall be at the height above the waterline as follows:

Vertical height of mark L₁ above L.W.L. shall be 90mm

Vertical height of mark L₂ above L.W.L. shall be 180mm.

(c) Overhang girth marks O at the bow shall be fixed so that their centres shall be vertically above the outer edges of the L₁ marks, and at the following height above the L₁ marks:

Vertical height of bow O marks above L₁ marks shall be 300mm.

(d) Overhang girth marks O and outer overhang girth marks O₂ at the stern on the edge of or close below the covering board, one on each side of the yacht,

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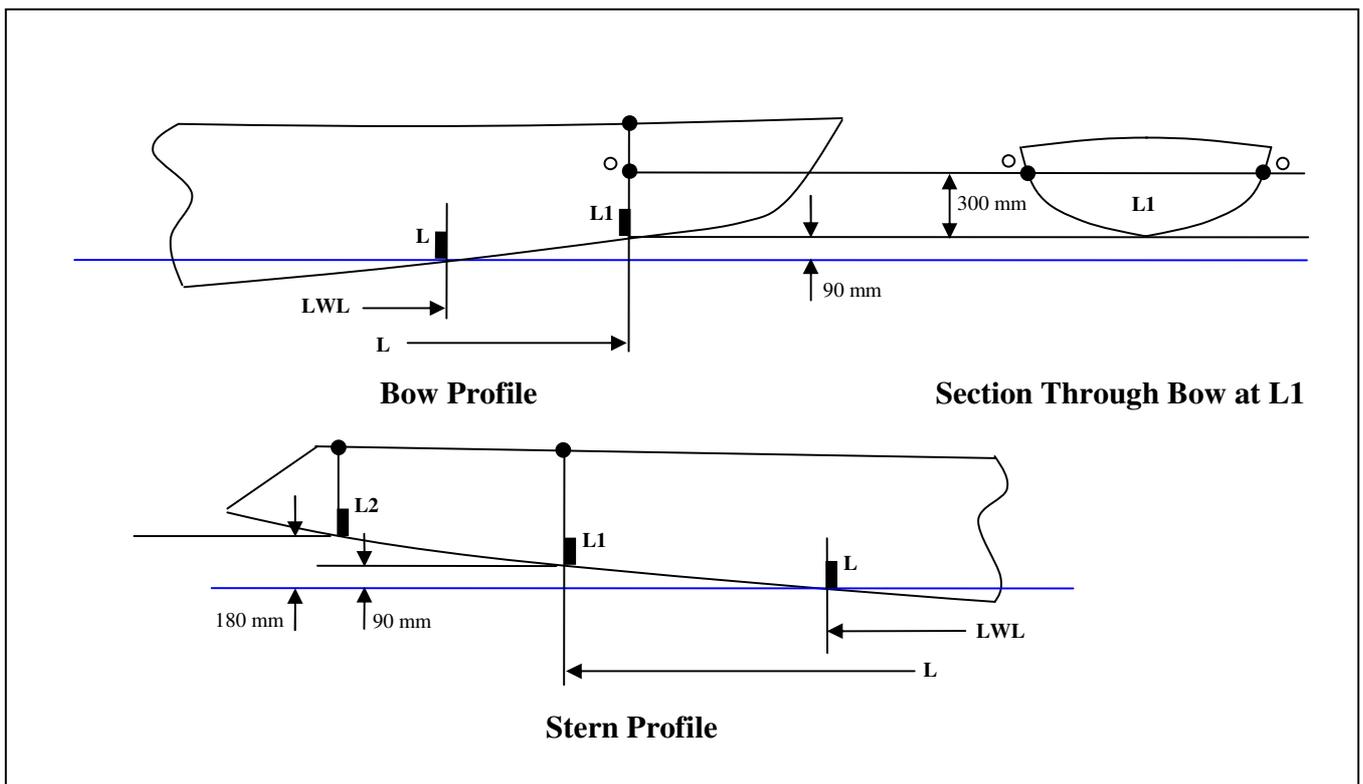


centres vertically above the outer edges of the L_1 and L_2 marks respectively (see figures 1 and 2):

(e) Upper d marks d on the edge of or close below the covering board, one on each side of the yacht at the girth station $0.55 L.W.L.$ from the fore end of the L.W.L.:

(f) Immersion marks I on both sides of the yacht shall be plumb under marks d and the bottom corners just touching the waterline. (See Measurement Instruction 12):

(g) Lower d marks d_1 and on each side of the yacht at a point plumb under the ~~centre of the~~ centres of the marks d and I, so that the three marks shall be situated in the same transverse plane and shall be vertical to the L.W.L. The marks d_1 shall be fixed at a vertical distance of 750mm below the L.W.L.



Measurement Instruction 17 - Overhang Girths

Amendment: Correct the grammar in the way the term "through" is used

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Measurement Instruction 18 - PROJECTIONS, NOTCHES, HOLLOW AND DIAMETER OF RUDDER POST

Amendment: Replace correct the typographical error from “overhand” to “overhang”

Measurement Instruction 26 - Afloat Test

Amendment: Add to the existing rule:

The measurer having verified the correct position of all marks and taken all measurements ashore, shall only be required to test the position of the marks by sighting when the vessel is put afloat. The measurer shall test that the measurement points indicated by the outer edges of the length marks "L" do not fall within the length immersed and to observe that the lower corners of the "I" marks just touch the water. When the measurer tests the position of marks or, if necessary, takes measurements afloat, the yacht shall be lying in smooth and still salt water (specific gravity 1.025) and she shall have on board the equipment named in Rule 22.

Appendix A

Amendment: Replace existing rule with:

Variations to the Class Rules for boats initially certificated and/or constructed prior to 31st December 1965

A1. APPLICABILITY

Any boat initially certificated and/or constructed as an International Six-Metre prior to 31 December 1965 may be re-certificated as an International Six-Metre provided that she complies with either:

a. the current International Six-Metre class rules

or:

b. the current International Six-Metre class rules (including deck equipment, mast and rigging and cockpit areas) together with the permitted variations as specified in Sections A2 and A3 below.

A2. LIMITATIONS

a. The hull shape shall be consistent with the original design intent.

b. Unless incorporated in the boats original design, boats shall have only one moving underwater appendage, which shall be a rudder mounted on the aft end of the keel.

c. The weight of any repair shall comply with class rule 26.

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A3. PERMITTED VARIATIONS

- a. Boats may be updated to any pre-31 December 1965 hull and appendage configuration except that, unless incorporated in the boats original design, any bulge or irregularity adding volume to the canoe body below the defined waterline, a spade rudder and/or a separate skeg/rudder configuration shall not be permitted.
- b. A boat whose underwater shape has been modified to a post-1965 design may be returned to its original pre-31 December 1965 underwater configuration.
- c. Broken or decayed frames may be replaced by laminated frames using modern glues, provided that they comply with class rule 26.
- d. Not more than 4 additional laminated or plywood ring frames, using modern glues, may be fitted. If fitted not more than 2 such frames shall be in way of the mast partners and not more than 2 in way of the running backstay turning blocks or attachments only.
- e. Unless otherwise used in the same way in the original hull, for example the deck, sheet plywood may only be used in:
 - the replacement of decking
 - ring frames as specified in d above
 - splash boards
 - minor outfitting items of a non-structural nature such as storage lockers and floorboards
 - short-term temporary repairs.
- f. A number of boats are fitted with wooden veneers or glass-fibre sheathing or other epoxy treatment over their existing planking and at least one boat has had her double skin construction removed and replaced with traditional mahogany planking. These alterations are within the International Six-Metre Rules. It is very strongly recommended that, in future restorations, replacement planking shall maintain the spirit of the original construction method and scantlings in all respects.
- g. Measurement rule 20 – WATERLINE LENGTH is varied. Except when being certificated in accordance with rule A1a above, and subject to compliance with the other rules in this Appendix, the waterline length shall be taken to be that as recorded on the last valid rating certificate, or determined from the Measured Length as recorded on the last valid rating certificate, and all items of the rating related to this waterline length shall be in accordance with their appropriate class and/or measurement rule for that waterline length; see rule A3h below.

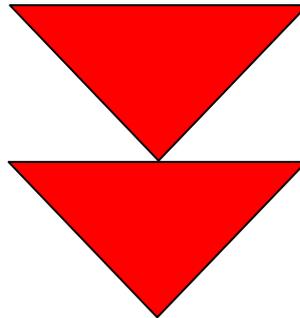
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h. Measurement rule 26 - AFLOAT TEST is varied as follows:-

i. A yacht shall have all the Six-Metre measurement marks placed in accordance with her original certificate, or lines or other drawings if her original certificate is not available. Published data in YRA or similar yearbooks is also acceptable for this purpose. The Midship Immersion Marks are to be in the shape of an isosceles (45°) right-angled triangle, with the hypotenuse uppermost and right-angle pointing downwards, measuring 50mm in the vertical plane and 100 mm horizontally.

ii. A yacht shall be fitted with Classic Immersion Marks (the triangle defined as in (i) above), immediately above the M12 Rule Midships Immersion Marks, and with the lower point of the mark 50 mm in a vertical plane above the lower point of the Rule M12 Midships Immersion Marks.



iii. For a yacht to satisfy this flotation test, the lower corners of the Classic Immersion Marks shall not be below the surface of the water (SG 1.025) in measurement trim.

iv. If a yacht meets the flotation test specified in (iii) above, then her original designed/certificated sail area may still be carried.

v. If a yacht floats deeper than the flotation test specified in (iii) above, its rated sail area shall be reduced in the proportion of 0.75 sq metres for every extra 10 mm immersion.

vi. No yacht may adjust its flotation in the course of a regatta.

i. Measurement rule 29 – COPY OF MEASUREMENT BOOK, OR CERTIFICATE OF RATING is varied. Boats certificated in accordance with this Appendix rule A1b above shall have the front page of their

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certificate endorsed "CLASSIC" by their certification authority.
Additionally the certificate shall include the depth of immersion of the
Midship Immersion Marks tested by the measurer in accordance with rule
A3g above.
