

# INTERNATIONAL SIX METRE CLASS ASSOCIATION



The following amendments to the Class Rules have been approved to be effective 15<sup>th</sup> June 2007.

**New Rule:** Insert the following rules plus an itemized index to the start of the rules:

“PREAMBLE

This Rule was approved by the ISAF on 8<sup>th</sup> June 2007, and is effective from 15<sup>th</sup> June 2007. It replaces all previous editions.

This Preamble is not part of the Class Rules

## INTERPRETATION

The official language of the International Six Metre Class Rule is English. In questions of translation, the English text shall prevail.

Unless otherwise prescribed, the word or words:

- (i) "class rule" means the International Six Metre Class Rule.
- (ii) "GRP" means glass reinforced plastic.
- (iii) "ISMA" means the International Six Metre Association.
- (iv) "ISAF" means the International Sailing Federation.
- (v) "keel" means the external ballast package below and attached to the keel plate.
- (v) "lead" means lead or lead alloys of specific gravity not greater than pure lead (11.30).
- (vii) "owner" means the owner, the owner's representative and, while racing, the skipper.
- (viii) "racing rules" means The Racing Rules of Sailing.
- (ix) "shall" is mandatory; "may" is permissive.
- (x) "National Authority" is the ISAF Member National Authority (MNA)

All measurements are expressed in metric units unless stated otherwise.

## AMENDMENTS

Proposed amendments should first be submitted to ISMA. Amendments approved by ISMA will be submitted to ISAF for ratification and inclusion in the class rule.”

### 10 Displacement

**Amendment:** add to the end of existing rule

“For boats first certified after 1<sup>st</sup> June 2007 the classification society is replaced by the structural consultant as defined in 26.1.”



## 26. Construction Requirements

**Amendment:** Amend the construction requirement to allow for an ISAF appointed structural consultant in place of a classification society. Class rules 26 is updated as following

- 26.1 The hull and deck shall be constructed according to specifications detailed on an "ISMA Building Form" which shall be approved by a Classification Society or for boat built after 1<sup>st</sup> June 2007 a nominated structural consultant who shall be appointed by the ISAF in consultation with the Class Association. Construction may be of GRP or timber or any combination of these materials.
- 26.2 Compliance with the following requirements does not ensure that a yacht is of adequate strength. The construction and structure of the yacht is the responsibility of the owner and his designer and builder, not the ISAF, ISMA or structural consultant.

The Classification Society or structural consultant approval of the "ISMA Building Form" is limited to ensuring compliance with the materials weight and weight distribution requirements in this Rule which will be verified by survey as required by 26.9.

Additionally other reference to classification societies are update in CR 26, 27, 29

## 33. Exotic Materials

**Amendment:** exclude the spinnaker pole from the existing rule by adding the following statement:

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

## 34. Class Emblem, National Letter(s) and Distinguishing Numbers

**Amendment:** Replace existing rule with:

The class emblem (number 6) of minimum height of 400 mm shall be displayed on the mainsail.

National letter(s) and distinguishing numbers shall be as laid down in Racing Rules of Sailing Appendix G. Except that the minimum dimensions in G.1.2.(b) shall be for boats over 11 metres in length and G.1.3.(e) shall not apply.

## 37. Electronics

**Amendment:** add to the end of existing rule"

Electronic instrumentation shall be limited to that which deals with on board generated information only. The use of the global positioning system (GPS) or other electronic position fixing devices is not allowed. A boat shall neither make radio transmissions while

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racing nor receive radio transmissions not available to all boats. This restriction applies to mobile phones.

## **Appendix A**

**New Rule:** Insert a new appendix to the end of the existing rules as below:

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 for a Classic Six as specified 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.

### **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

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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

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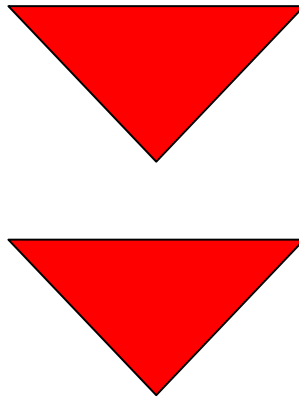


and/or measurement rule for that waterline length; see rule A3h below.

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

i. A Classic Six 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 ( $45^\circ$ ) right-angled triangle, with the hypotenuse uppermost and right-angle pointing downwards, measuring 50 mm in the vertical plane and 100 mm horizontally.

ii. A Classic 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 Classic 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 Classic Six meets the flotation test specified in (iii) above, then her original designed/certificated sail area may still be carried.

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v. If a Classic 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 Classic Six may adjust its flotation in the course of a regatta.

j. Measurement rule 29 – COPY OF MEASUREMENT BOOK, OR CERTIFICATE OF RATING is varied. Boats certificated in accordance with this Appendix rule A1a above shall have the front page of their 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.