

## An MYA national class rule

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### **Diagrams** Hull, Rig & Sail diagrams

Ratified by MYA Council 31.5.97 to come into force from 1.6.97

Amended by MYA Council 17.1.98 - Rule 3.3.5. Amended at 2007 AGM – Rules 3.3.5; 3.4.1; 5.3.3; 5.6; 6.1. Amended at MYA Council 2017-05-26 after owner ballot – ERS terms in bold, Rules 1.2.3, Data Entry Form; 2.1.4, event check limits; 3.2.15,4.2.3, deck datum point; 3.3.5, no underwater forward projection; 3.4.1, 100g weight replaces sails; 4.5.2 & 4.5.3, fittings; 5.3.5 & 5.3.8, battens; 5.3.12, headboard; 6.6.2, 6.6.3, equipment; new ADMINISTRATION section replaces NCRS and includes electronic certificate production.

The **class rule** should be read in conjunction with:

- The ‘World Sailing’s Racing Rules of Sailing (RRS)
- The ‘World Sailing’s Equipment Rules of Sailing (ERS)
- Where an ERS defined term or a measurement is used in these rules it is shown in **bold** type.
- Where an RRS defined term is used, it is shown in *italics*.

## GENERAL

### 1.1 Purpose of the Measurement Rules

- 1.1.1 The Six Metre Class is a development class and anything not specifically prohibited or restricted by the rules is permitted.
- 1.1.2 The intention of these **class rules** is to give the designer and builder the freedom in design and construction to build and produce **boats** which rate no greater than 833 mm calculated by the following formula

$$\text{Rating} = \frac{L + 2d - F + \sqrt{S}}{2.37} + \text{Penalties}$$

where

- L is the length given in 3.5.1
- d is the girth difference given in 3. 5. 7
- F is the freeboard given in 3.5.8
- S is the **sail** area given in 5.7
- Penalties are as given in 3.5.9

- 1.1.3 Except for remote control equipment, material of higher density than lead (11.3 kg/dm<sup>3</sup>) is prohibited.

### 1.2 Units of Measurement

- 1.2.1 Unless specified to a greater number of decimal places, measurements and calculated values shall be taken and recorded as follows

Measurement	Units	Decimal Places	Decimal Places
		Measurement	Calculation
Length	millimetres	0	0
Rating	millimetres	0	0
Area	square millimetres	-	0
Displacement	cubic millimetres	-	0
Weight	kilograms	1	-

- 1.2.2 Maximum and minimum values shall be taken as absolute limiting values. Measurement shall not be rounded before comparison.
- 1.2.3 Measurements and calculated values shall be correctly rounded to the required number of decimal places before recording on the Data Entry Form.
- 1.2.4 Any previously calculated value used in subsequent calculations shall be the correctly rounded recorded value.

## 2. MEASUREMENT

- 2.1.1 Except as in 2.1.2 and 2.1.3, the **hull** and **hull appendages** shall either conform with the **class rules** in force when the **boat** was first measured or conform with these **class rules**.

- 2.1.2 Alterations, replacements or repairs to the **boat** shall be made in accordance with these **class rules** and shall be checked by an **Official Measurer** in cases where the rating may be affected or where such items are required to be measured.
- 2.1.3 On all **boats** the **rig** (see 4.1), equipment (see 6), measurement marks (see 3.6) and the forward 13 mm of the hull (see 3.3.11) shall conform with the **class rules**.
- 2.1.4 When control measured at an event, provided the **boat, rig** and **sail** measurements are within the limits shown on the certificate, they shall be considered to conform to the **class rules**. Larger **rig** and **sail** measurements are not permitted even if they would comply with the restrictions in the **class rules**.

### 3. HULL

#### 3.1 General

- 3.1.1 The **boat** shall be a **monohull**.

#### 3.2 Definitions and Abbreviations

- 3.2.1 **WATERLINE PLANE** is the plane of the water surface level remote from the **hull**.
- 3.2.2 **PROFILE** is the side view of the **boat** viewed as if from infinity.
- 3.2.3 **FORWARD WATERLINE ENDING** is the point at which the forward **PROFILE** cuts the **WATERLINE PLANE**.
- 3.2.4 **AFT WATERLINE ENDING** is the point at which the aft **PROFILE** cuts the **WATERLINE PLANE**.
- 3.2.5 **LWL, the waterline length**, is the length between the **FORWARD** and **AFT WATERLINE ENDINGS** of the hull.
- 3.2.6 **BOW STATION** is the vertical transverse plane through the **hull** where the bow **PROFILE** is 13 mm above the **WATERLINE PLANE**.
- 3.2.7 **STERN STATION 1** is the vertical transverse plane through the **hull** where the stern **PROFILE** is 13 mm above the **WATERLINE PLANE**.
- 3.2.8 **STERN STATION 2** is the vertical transverse plane through the **hull** where the stern **PROFILE** is 25 mm above the **WATERLINE PLANE**.
- 3.2.9 **GIRTH STATION** is the vertical transverse plane through the **hull** at 0.55 of the **LWL** from the **FORWARD WATERLINE ENDING**.
- 3.2.10 **DISPLACEMENT** is the weight of the **boat** in kilograms multiplied by 1,000,000.
- 3.2.11 **DECK EDGE** at any section is taken as the lowest point of contact between the **hull** and a tangent at 30 degrees to the horizontal. (See diagram)
- 3.2.12 **SHEERLINE** is the **DECK EDGE** seen in profile.
- 3.2.13 **FREEBOARD MEASUREMENT POINTS** are the **DECK EDGES** at the **BOW STATION, GIRTH STATION** and **STERN STATION 1**.
- 3.2.14 **EXTREME BEAM** is the maximum beam of the **hull** measured horizontally in any transverse plane.
- 3.2.15 **DECK DATUM POINT** is defined as the intersection of a transverse line, minimum 50 mm long, engraved in, bonded in or moulded into a non-removable part of the deck, and the centre plane. This point is to be behind the **mast**.

#### 3.3 Hull

- 3.3.1 The afterbody shall be so shaped that a chain girth measurement can be taken at **STERN STATION 2**.
- 3.3.2 **STERN STATION 2** shall not be less than 26 mm aft of **STERN STATION 1**.
- 3.3.3 The **SHEERLINE** shall be a fair and continuous concave curve between a point 50 mm aft of the foremost point of the **hull** and **STERN STATION 1**.
- 3.3.4 There shall be no hollows in the surface of the **hull** above the **WATERLINE PLANE** except as follows:
- in the **PROFILE** of the stern forward of **STERN STATION 1**
  - immediately resulting from the hollow permitted in the stern **PROFILE** providing that

- any such hollows fall within the buttock line 32 mm from the fore and aft centreline and below STERN STATION 1.
- c) in the foremost 50 mm of the **hull** to accommodate the fitting of elastomeric material.
  - d) at the bow immediately resulting from the hollow permitted by 3.3.4 c).
  - e) hollows which do not exceed 1 mm in depth when checked with a straight edge 300 mm long.
- 3.3.5 No underwater part of the **hull** shall project forward of the forward **waterline** ending
- 3.3.6 The camber of the deck between the DECK EDGES in any transverse section shall not exceed 13 mm. Hatch covers allowing access to control gear and control gear containers with their lids, cabin and coach roofs, shall be ignored when measuring the camber of the deck.
- 3.3.7 More than two underwater **hull appendages** capable of movement in relation to the **hull** are prohibited.
- 3.3.8 **Centreboards** and similar contrivances are prohibited.
- 3.3.9 The beam of the **boat** measured at any point more than 104 mm below the **WATERLINE PLANE** shall not exceed 250 mm.
- 3.3.10 If fitted, winglets on the keel shall be incapable of being retracted and/or adjusted in trim while sailing.
- 3.3.11 Where any **hull appendage** extends beyond the AFT **WATERLINE ENDING** it shall not exceed 13 mm in thickness and no part of it shall cut the **WATERLINE PLANE** beyond the AFT **WATERLINE ENDING**.
- 3.3.12 The forward 13 mm of the **hull** shall be made of elastomeric material.
- 3.4 Flotation and FORWARD and AFT WATERLINE ENDINGS**
- 3.4.1 The FORWARD and AFT WATERLINE ENDINGS shall be established at initial certification measurement with the **boat** floating in fresh water in sailing trim with no sails and a 100g weight placed with its centre of gravity at the at the forward edge of the central **mast deck limit mark**.
- 3.4.2 All other measurements shall correspond to this trim.
- 3.5 Hull Measurements for the Formula**
- 3.5.1 The length L is the length between the BOW STATION and the STERN STATION 1  
PLUS the Bow Tax (see 3.5.2)  
PLUS the Stern Tax (see 3.5.3 and 3.5.4)  
PLUS the Displacement Penalty (see 3.5.5)  
PLUS the Beam Penalty (see 3.5.6)
- 3.5.2 The Bow Tax is one and one half times the difference between the chain girth at the BOW STATION measured to points 42 mm above the BOW STATION's lowest point and 84 mm. For the purpose of calculation the minimum girth difference at this station shall be 25 mm.
- 3.5.3 The Stern Tax is one third of the difference between the chain girth, from DECK EDGE to DECK EDGE, at STERN STATION 1 and the sum of the vertical heights of the hull to the DECK EDGES at this station. For the purpose of calculation the minimum girth difference at this station shall be 83 mm.
- 3.5.4 If the difference between the chain girth, from DECK EDGE to DECK EDGE at STERN STATION 2, and the sum of the vertical heights of the **hull** to the DECK EDGES at this station is less than 65% of the girth difference at STERN STATION 1, the deficiency shall be added to the girth difference at STERN STATION 1 before calculating the Stern Tax.
- 3.5.5 Displacement Penalty (added to length L). When the LWL is greater than  $5 \times (3\sqrt{D} - 21)$ , where D is the DISPLACEMENT of the **boat**, the difference between the LWL and the calculated figure shall be doubled for this penalty.

- 3.5.6 Beam Penalty (added to the length L). Should the beam, measured in the horizontal plane one third of the height of the girth station freeboard above the **WATERLINE PLANE** at the GIRTH STATION, be less than 254 mm then the deficiency shall be multiplied by four for this penalty.
- 3.5.7 The girth difference, d in the formula, shall be measured at the GIRTH STATION and shall be the sum of the differences between the skin girth and the chain girth measured on both sides of the **boat** from the DECK EDGES to the corresponding points on surface of the hull or appendage at a level 104 mm below the **WATERLINE PLANE**.
- 3.5.8 The freeboard, F, is the sum of the average heights of the FREEBOARD MEASUREMENT POINTS above the **WATERLINE PLANE** at each station, divided by three. The maximum freeboard, F, for use in the formula is 101 mm.
- 3.5.9 **Hull** penalties included in the rating of the **boat**.
- Draft Penalty. The maximum **draft** without penalty is  $0.16LWL + 69$  mm. Three times any excess shall be included in the rating.
  - Tumblehome Penalty. The maximum tumblehome, measured to the DECK EDGE on either side of the **boat**, without penalty is 2% of the EXTREME BEAM. Three times any excess shall be included in the rating.

### 3.6 Deck Limit Marks

- 3.6.1 Deck **limit marks** shall be of a colour which contrasts with the colour of the deck and shall be of uniform width between 2 and 6 mm wide and a minimum of 10 mm in length.
- 3.6.2 Deck
- The **mast deck limit mark** shall be placed with its forward edge at the foreside of the **mast**.
  - The **foretriangle base limit mark** shall be placed with its aft edge at the measurement point.
- 3.6.3 Where it is possible to move the **mast** fore and/or aft, additional **limit marks** shall be placed 13 mm forward and/or aft of the **mast** and **foretriangle base limit marks**.

### 3.7 Identification Marks

- 3.7.1 The **boat's** shall registration number be legibly marked either on the outside of the **hull** or within the **hull** in an easily visible location.

## 4. RIG

### 4.1 General

- 4.1.1 The **rig** is defined as the **mast, running rigging, standing rigging, main boom, headsail boom** if used, one **mainsail**, one **headsail**, one spinnaker and one spinnaker boom if used, and any associated fittings and equipment.
- 4.1.2 No part of a **rig** shall extend beyond the limits of the **boat's** overall length when the sails are held on the centreline of the **boat**.
- 4.1.3 The **headsail tack** shall be connected to the deck no more than 5 mm from the centreline plane of the **boat** or, when a **headsail** is set on a **boom**, the pivotal axis of the fitting connecting the **boom** to the deck shall cut the deck no more than 5 mm from the centreline plane of the **boat** and at least 0.5 J mm before the **mast**.

### 4.2 Mast

- 4.2.1 Rotating **masts** and **masts** with rotating fairings are prohibited.
- 4.2.2 The **mast** may be moved no more than 13 mm from the measured position without the **boat** requiring re-measurement.
- 4.2.3 The measured position is taken from the DECK DATUM POINT to the **mast deck limit mark**.
- 4.2.4 Permanent set in the foreside of the **spar** between the **upper limit mark** and the **spar** at

deck level shall not exceed 10 mm.

## 4.3 Main Boom

- 4.3.1 The maximum dimension of the **spar** cross section shall not exceed the maximum dimension of the **mast spar** cross section.
- 4.3.2 The depth of the **spar** at any point shall not exceed twice its maximum width.
- 4.3.3 Permanent set in the upper edge of the **spar** measured between the fore end of the **spar** and the **main boom outer limit mark** shall not exceed 5 mm.

## 4.4 Spinnaker pole (if used)

- 4.4.1 The maximum dimension of the cross section of the **spar** shall not exceed 19 mm.
- 4.4.2 The distance between the outermost point of attachment to the spinnaker and the nearest point on the centreline of the **mast** shall not exceed J mm.
- 4.4.3 The **spinnaker pole** shall be controlled independently of the **main boom**.

## 4.5 Fittings

- 4.5.1 A fitting that is faired into a **spar** shall be considered to be part of that **spar**.
- 4.5.2 A fitting shall be no bigger than is reasonably required for its purpose if it rotates or is attached to a rotating **spar**.
- 4.5.3 A fitting constructed using sheet or film material that has the effect of acting as **sail** area, is prohibited.

## 4.6 Mast Limit Marks

- 4.6.1 The **limit marks** shall be of a colour which contrasts with the colour of the **spar** and shall be of uniform width between 2 mm and 6 mm.
  - a) The **upper limit mark** shall be placed with its lower edge no higher than 1806 mm above the central **mast deck limit mark** on the **boat's** centreline.
  - b) The **foretriangle height limit mark** shall be placed with its lower edge no higher than 1355 mm above the deck.
  - c) The **lower limit mark** shall be placed with its upper edge where a line extended along the top of the **main boom spar** cuts the aft side of the mast and no higher than 153 mm above the deck.
- 4.6.2 The **main boom outer limit mark** of uniform width between 2 mm and 6 mm, shall be placed with its forward edge at the measurement point on the upper edge of the **spar**.

## 5. SAILS

### 5.1 Sail Plan

- 5.1.1 The sail plan shall consist of one **mainsail**, one **headsail** and, optionally, one spinnaker.

### 5.2 General

- 5.2.1 Except where varied herein, sails shall be **soft sails** and measured in accordance with the current ERS.
- 5.2.2 Battens need not be removed from **sails** during measurement.
- 5.2.3 Discontinuous attachments on a **sail luff** shall be disregarded for the purpose of measurement provided their total length, measured along the **luff**, does not exceed 10% of the total length of the **luff**.
- 5.2.4 Where a **sail** is fitted with a bolt rope or sliders which is/are held in a recess in the **spar**, the **sail** shall be measured ignoring the bolt rope or the sliders in the recess.

### 5.3 Mainsails

- 5.3.1 The **mainsail** shall be basically triangular and bounded by the **luff**, **foot** and **leech**.
- 5.3.2 **Double luff mainsails** are prohibited.



- 5.3.3 The **mainsail** may include a pocket of unlimited width at the **luff** through which runs a jackline attached at intervals to the **mast**, provided that the jackline does not exceed 1mm in diameter. The jackline need not be removed during measurement.
- 5.3.4 **Quarter, half and three quarter widths** shall not exceed  $0.75 B + 90$  mm,  $0.5 B + 110$  mm,  $0.25 B + 105$  mm respectively.
- 5.3.5 More than four battens are prohibited. The variation in the spacing between adjacent battens and between battens adjacent to **aft head point** and **clew point** shall be no more than 40mm.
- 5.3.6 Batten lengths shall not exceed the following:
- |               |        |
|---------------|--------|
| Upper batten  | 167 mm |
| Other battens | 205 mm |
- 5.3.7 The **leech** between the **aft head** point and between the **clew** point and the adjacent battens, if necessary projected to the **leech**, shall not project more than 25 mm from a straight line between these points, as shown in the diagram.
- 5.3.8 For the purposes of 5.3.5 and 5.3.7, a **leech** with no battens shall have tape markers as battens, to be treated as though the **sail** had four battens with the centreline of the battens spaced as in 5.3.5.
- 5.3.9 The **foot** shall not project more than 25 mm below a straight line joining the **tack point** and the **clew point**.
- 5.3.10 Where the **clew point** and/or the **tack point** are not clearly defined, these points shall be identified by marks on the **sail** or by lines which when projected intersect at the required point.
- 5.3.11 A headboard is not considered to be part of the **mainsail** and it shall not exceed 22 mm wide by 22 mm high.
- 5.3.12 The **aft head point** shall not extend more than 22 mm aft of the **head point**.
- 5.3.13 The **head point** shall not extend above the lower edge of the **upper limit mark**.
- 5.3.14 The **tack point** shall not extend below the upper edge of the **lower limit mark**.
- 5.3.15 The **clew point** shall not extend aft of the forward edge of the **main boom outer limit mark**.
- 5.4 Headsails**
- 5.4.1 **Headsails** set on a **boom**,
- a) The width, measured from the mid point of the **luff** to the nearest point on the **leech**, shall not exceed  $0.5 J + 50$  mm.
  - b) More than three battens are prohibited.
  - c) The length of a batten shall not exceed 100 mm.
  - d) Headboards are prohibited.
  - e) When held on the centreline of the **boat**, the **head point, tack point** and any part of the **luff** or luff spar shall not extend forward of a straight line between the **foretriangle height limit mark** and a point on the centreline of the deck J mm before the **mast**.
- 5.4.2 Other **headsails** - not set on a **boom**.
- a) The **foot length** shall not exceed  $J + 417$  mm.
  - b) These **sails** shall not be set on a boom.
  - c) Battens are prohibited.
  - d) Headboards are prohibited.
  - e) The attachments points of the **head** and **tack** shall not be forward of a straight line between the **foretriangle height limit mark** and a point on the centreline of the deck J mm before the **mast**.
- 5.5 Spinnakers**
- 5.5.1
- a) Headboards are prohibited.
  - b) The length of the **leeches** shall not exceed  $I + 150$  mm

c) Battens are prohibited.

5.5.2 A spinnaker may be attached only by the head and clews.

5.5.3 The attachment point of the **head** to the **mast** shall not be forward of a straight line between the **foretriangle height limit mark** and a point on the centreline of the deck J mm before the **mast**.

5.5.4 The attachment point of one **clew** shall be to the **spinnaker pole**.

## 5.6 Identification Marks

5.6.1 **Sails** measured after December 31st 2007 shall carry identification marks in accordance with the current RRS sail marks rules. See also MYA Sail ID for guidance.

5.6.2 **Sails** measured prior to December 31st 2007 shall conform to the sail marks rules relevant to the class at the time of their measurement or with the current RRS Appendix E.

5.6.3 The class insignia shall be the figure "6" of the following dimensions:  
height 25-28 mm, width 19-28 mm, thickness 5-7 mm.

## 5.7 S - The Area for the Formula

5.7.1 The area for the Formula, S, is given by :

$$S = \frac{A \times B}{2} + \frac{0.85 \times I \times J}{2}$$

where

A Main-triangle Height, is the distance between the upper edge of the **lower limit mark** and the lower edge of the **upper limit mark**.

B Main-triangle Base, is the distance between the aft side of the **mast** at the lower **limit mark** and the forward edge of the **main boom outer limit mark**.

I Fore-triangle Height, is the distance along the foreside of the **mast** between the deck and the lower edge of the **foretriangle height limit mark**.

J Fore-triangle Base is the distance between the forward edge of **mast deck limit mark** and the rear edge of the **foretriangle base limit mark**.

## 6. EQUIPMENT

### 6.1 Replacements and additions.

6.1.1 Except in the case of authentic damage or loss during an event, when replacements used shall be substantially the same as the originals, the **boat** shall sail with the **mast, main boom, appendages**, control gear and **ballast** as measured.

6.1.2 Alternative **sails** and **headsail booms** may be used provided that they have been checked for compliance with the relevant **class rules**, and the **sails** signed by an **official measurer**.

### 6.2 Prohibited Equipment

6.2.1 Self steering devices are prohibited.

6.2.2 Electronic equipment for automatic steering and/or automatic rig trimming is prohibited.

6.2.3 Except for the establishment and maintenance of a radio control link, control unit positioning information, signal strength and battery status information, radio transmissions from the **boat** whilst *racing* are prohibited.

## 7. ADMINISTRATION

### 7.1 Authority

7.1.1 The authority of this national class is the MYA.

### 7.2 Class rules and Interpretations

7.2.1 Whenever in these rules the term "**class rule**" is used, it shall be taken as including the



measurement diagrams, the **Boat** Data Form, Rating Calculation Form, **Boat** and **Rig** Check List Forms and the **certificate**.

- 7.2.2 In the event of a discrepancy within the **class rule** the matter shall be referred to the MYA Technical Officer.
- 7.2.3 If it is uncertain how any feature of the **hull** or its **rig** shall be measured, the **official measurer** shall seek advice from the MYA via the local District Senior Measurer (DSM) or MYA Technical Officer.
- 7.2.4 Any interpretations concerning the **class rule** shall be made by the MYA Technical Officer, who with DSMs, make up the Tech Team. These interpretations shall be ratified by MYA Council.
- 7.2.5 The **class rules** shall not be varied by a race committee.
- 7.2.6 An **official measurer** or protest committee shall refer any matter concerning doubt over the interpretation or application of the **class rule** to the MYA Technical Officer.

### 7.3 Language and registration

- 7.3.1 The word "shall" is mandatory and the word "may" is permissive.
- 7.3.2 The builder or the owner shall apply to the class registrar for a registration number.
- 7.3.3 No more than one **boat** shall have the same registration number.

### 7.4 Procedure for obtaining a certificate

- 7.4.1 The **official measurer** (OM) will use the MYA 6M Measurement software to do the calculations and record details of the boat and owner on the **certificate**.
- 7.4.2 The Certification Control Form (CCF) will be produced on a computer, completed, printed and signed by the OM and owner.
- 7.4.3 This printed CCF will be scanned by the OM and used to produce a jpeg or other convenient file format.
- 7.4.4 The electronic files from 7.4.1 and the scanned CCF, will be sent by email to the registrar by the OM.
- 7.4.5 The registrar will check that the completion of the form and file is satisfactory.
- 7.4.6 The registrar will produce the **certificate**, which he will sign electronically to validate it.
- 7.4.7 The registrar will produce a pdf from the **certificate**, save it as the register record and send that electronically to the owner, who will print it for use at events.
- 7.4.8 Upon request the registrar may send a paper version of the **certificate** to an owner by post.

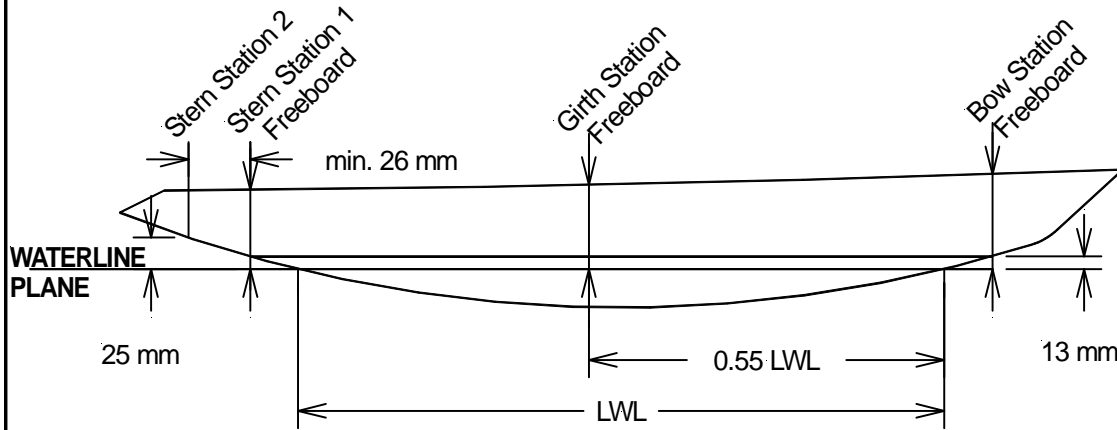
### 7.5 Validity of Certificates

- 7.5.1 A **boat's certificate** shall remain valid, provided that replacements, alterations and/or repairs, comply with the **class rules** and the **boat's certificate**.
- 7.5.2 A **boat's certificate** becomes invalid upon:
  - a) a change of ownership
  - b) withdrawal by the MYA
  - c) the issue of another **certificate**.

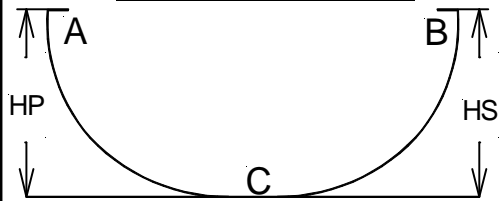
### 7.6 Change of Ownership

- 7.6.1 Change of ownership invalidates the **certificate**, but shall not necessitate re-measurement. The new owner shall complete and sign the section of the bottom of the invalidated **certificate**, preferably scan and send it by email, or alternatively send it by post to the registrar.
- 7.6.2 A new **certificate** may then be issued to the new owner, as in 7.4.7 or 7.4.8.

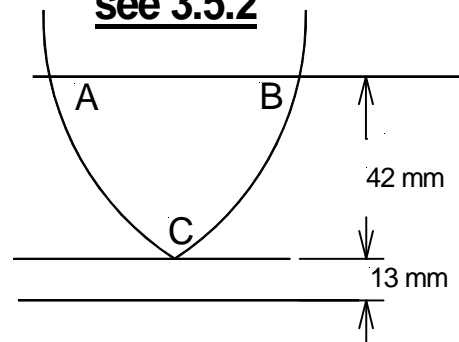
## SIX METRE HULL DIAGRAMS



### Stern Girth see 3.5.3 & 3.5.4



### Bow Girth see 3.5.2



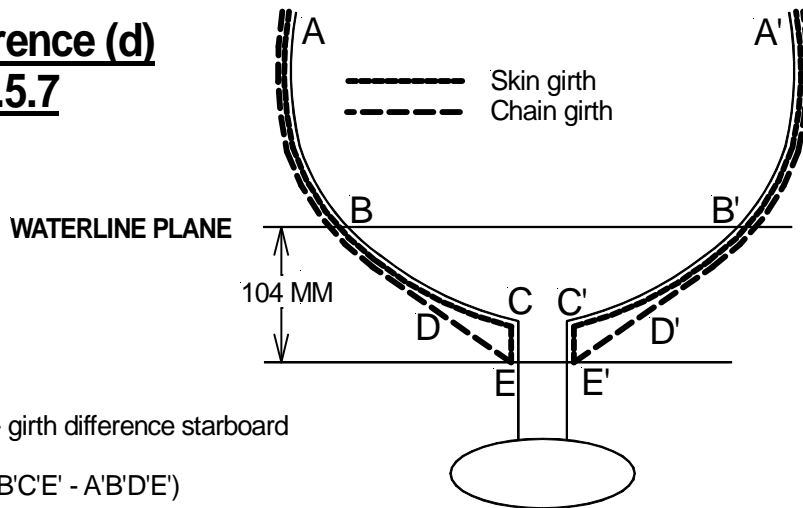
————— WATERLINE PLANE

Girth (ACB) through stern stations to deck edges

Girth (ACB) at Bow Station to points 42mm above the lower profile

C is 13mm above Waterline Plane for SS1  
 C is 25mm above Waterline Plane for SS2  
 HP = Vertical height port  
 HS = Vertical height starboard

### Girth Difference (d) see 3.5.7

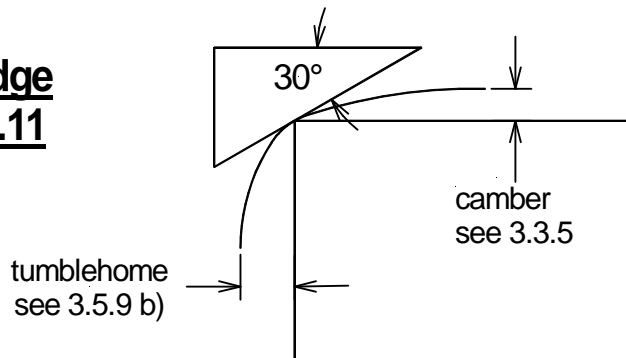


d = girth difference port + girth difference starboard

$$d = (ABCE - ABDE) + (A'B'C'E' - A'B'D'E')$$

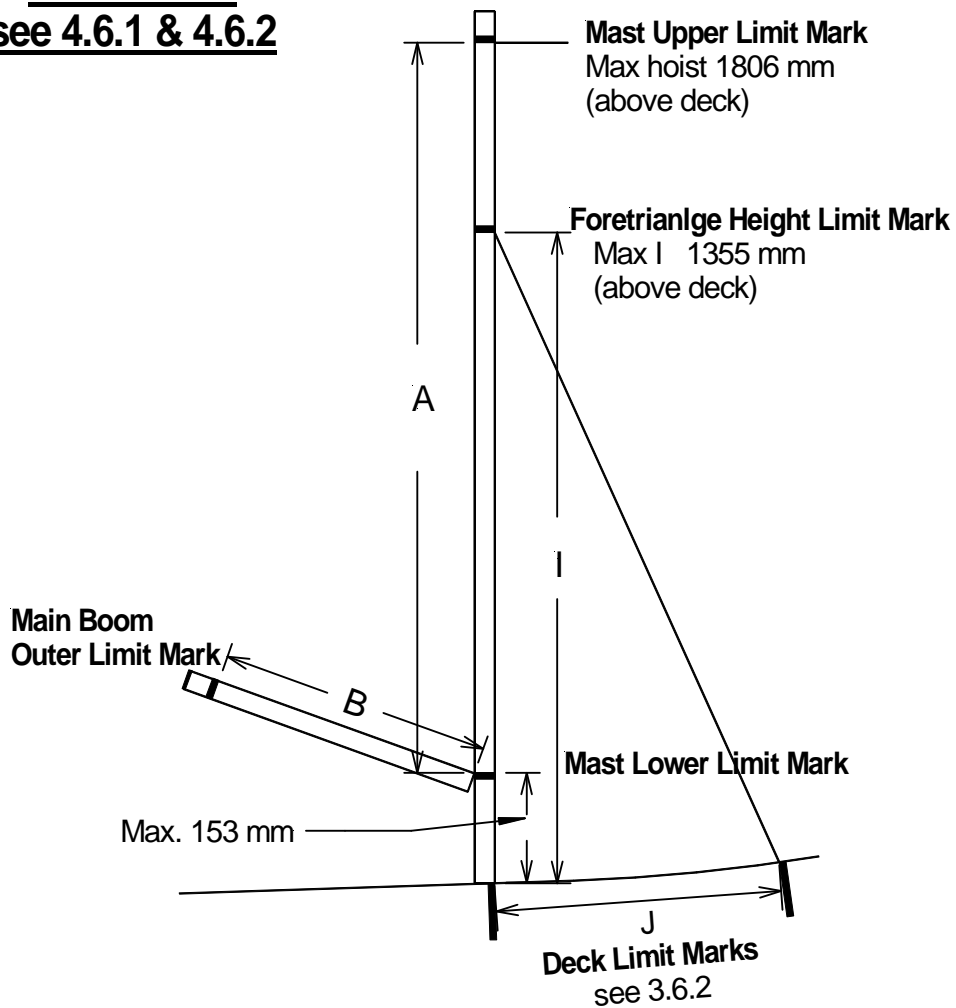
## SIX METRE HULL DIAGRAMS (2)

**Deck edge**  
**see 3.2.11**



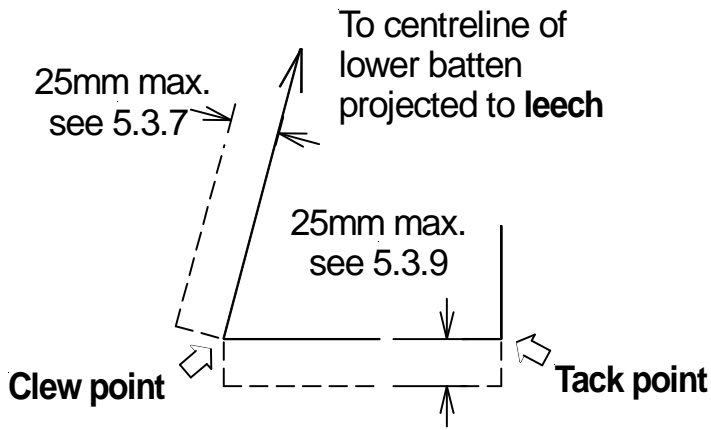
## SIX METRE - RIG

**Limit Marks**  
**see 4.6.1 & 4.6.2**

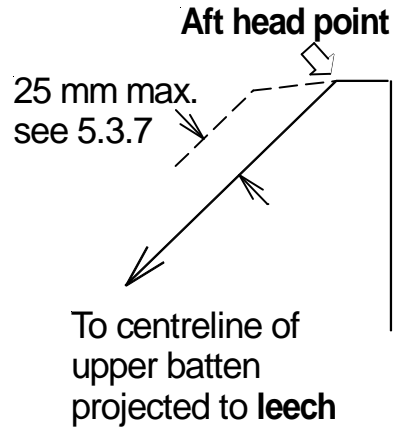


# SIX METRE MAINSAIL DIAGRAMS

## Limit of leech and foot round at clew and tack point



## Limit of leech at aft head point



## Mainsail widths see 5.3.4

