



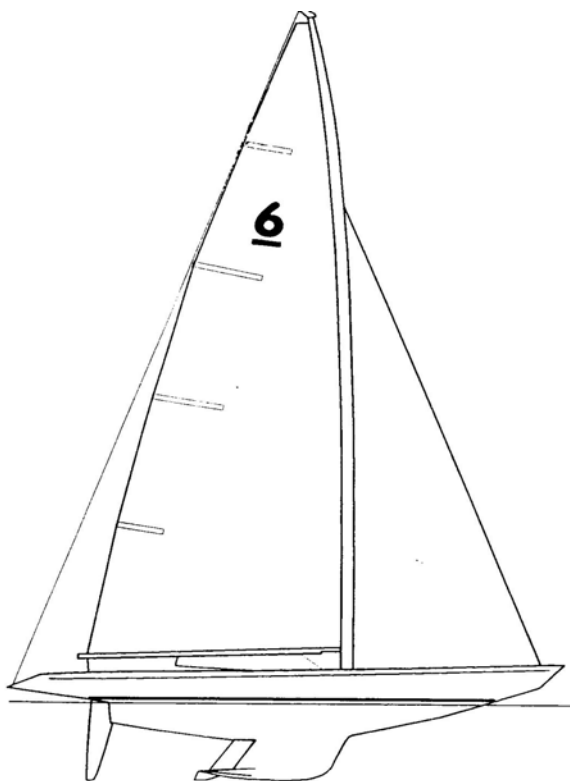
**DRAFT**

**2005**

**INTERNATIONAL SIX METRE CLASS**

**RATING RULE  
&  
MEASUREMENT INSTRUCTIONS**

Authority: International Sailing Federation (ISAF)



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*RTM; The below additions in red have been taken from the 12 Metre Class Rules (with the blessing of Dyer Jones!) and modified to the 6 Metre Class Rules.*

## PREAMBLE

This Rule was approved by the ISAF on ....., and is effective from ....., and is effective from ....., It replaces all previous editions. This revised rule, particularly those sections relating to construction and survey, is intended for yachts which are raced inshore "around the buoys" with tenders or assistance present, as opposed to offshore in dangerous wind and sea conditions with or without tenders.

A large number of Six Metre Yachts have been built over a period of some ninety years. In the late 1990's there was considerable renewed interest in the racing of Six Metre Class yachts of differing periods. *This version of the Rule, while retaining the ethos of the Six Metre Rule, has inclusions which address disparities in design and performance that would have disadvantaged certain Six Metre Class yachts. Such inclusions endorse the development and spirit of the International Rule that was formulated in the early part of the 20<sup>th</sup> Century. (rtm modification)*

## 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) "deck" means the upper surface of the hull inside the sheerline including cockpits, recesses, etc., and the transom.
- (ii) "GRP" means glass reinforced plastic.
- (iii) "hull" means the canoe body, deck and keel, but not rudders or trim tabs.
- (iv) "ISMA" means the International Six Metre Association.
- (v) "ISAF" means the International Sailing Federation.
- (vi) "keel" means the external ballast package below and attached to the keel plate.
- (vi) "lead" means lead or lead alloys of specific gravity not greater than pure lead (11.40).
- (vii) "measurement committee" means the measurement committee at a regatta in which the yacht is entered. *(needs to be checked with Bernard and Ian Howlett)*
- (viii) "owner" means the owner, the owner's representative and, while racing, the skipper.
- (ix) "racing rules" means The Racing Rules of Sailing.
- (x) The word "shall" is mandatory; the word "may" is permissive.
- (xi) *All measurements are expressed in metric terms. (rtm addition)*

## 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.

## RATING RULE

### 1. RULE AND DURATION

At least one year's notice of any change to these rules shall be given. Changes shall be agreed by a majority of the ISMA member nations.

### 2. INTERNATIONAL FORMULA

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

Where

- L = Length in metres
- d = Girth difference in metres
- F = Freeboard in metres
- S = Sail area in square metres

### 3. LENGTH (see Figs. 1 and 2 and Measurement Instruction M20)

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 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. (L2). 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, (L2), is less than 65 per cent of one third of the stern girth difference at L1, the deficiency shall be added to the stern girth difference in calculating the yacht's rating. The horizontal distance from L1 to L2 shall be not less than 190mm.

### 4. GIRTH DIFFERENCE (see Fig 3, and Measurement Instruction M17)

The girth difference, d in the formula, shall be measured in the transverse plane, vertically, at 0.55 L.W.L. from the fore end of the L.W.L., and shall be the sum of the differences between the skin girth and chain girth, measured on the two sides of the yacht, from the mark on the covering board d to corresponding points in the hull surface at a level 750mm below the waterline.

### 5. HOLLOW IN THE SURFACE OF THE HULL (see Measurement Instruction M18)

No hollows shall be permitted in the surface of the hull between the L.W.L. and the sheerline, excepting in the profile of the stern forward of the point of the measurement L1. Hollows in the surface of the hull at the stern immediately resulting from the hollow permitted in the stern profile shall not be prohibited by this clause, provided any hollows so formed fall within the buttock line 230mm from the fore and aft centreline and below measurement point L1.

## 6. DRAUGHT

The maximum draught permitted shall be 16% of the L.W.L. plus 500mm. If the draught exceeds that permitted, three times the excess will be added to the rating.

### Underwater Appendages

- (a) No more than two movable appendages are permitted. No movable appendage, or part thereof, shall be affixed forward of the 0.55 girth station as defined in Rule 4.
- (b) Centreboards and similar contrivances are banned.
- (c) The beam of the yacht measured at any point more than 750mm below the L.W.L. shall not exceed 1830mm.
- (d) Winglets on the keel, if fitted, shall be fixed and incapable of being adjusted in trim or being retracted while sailing.

## 7. FREEBOARD (see Measurement Instructions M23 and M29)

The freeboard, F in the formula, shall be one third of the sum of the freeboard at the 0.55 girth station plus the freeboard at the bow L1 measurement point plus the freeboard at the stern L1 measurement point. The maximum freeboard used as a minus quantity in the formula when calculating the rating shall be 730mm (0.08 multiplied by the rating plus 250mm).

Freeboard 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 (*does this mean at the 0.55 girth station?*).

## 8. SHEER

The sheer of the yacht shall be a fair continuous concave curve.

## 9. TUMBLE HOME (see Measurement Instruction M15)

The tumblehome on each side may not exceed two per cent of the extreme beam without penalty. When the tumblehome of the side of the yacht exceeds the amount permitted three times the excess shall be added to the rating.

## 10. DISPLACEMENT

Displacement in cubic metres shall be not less than

$$(0.2 \text{ L.W.L. (in metres) } + 0.15)^3 .$$

If a yacht is less than the displacement required by the rule for her length on L.W.L. then the difference between the length on the L.W.L. to which her actual displacement corresponds by the rule and the actual length on L.W.L. shall be doubled and added to the length measurement.

To enable the displacement to be determined by weighing, yachts laid down after 31st December 1978 shall be provided with lifting eyes, the construction, size and attachment to the hull of which shall be approved by the appropriate classification society.

## 11. **LIMITATION UPON MINIMUM BEAM**

The minimum beam, measured at one-third of the Rule 'mid-ship freeboard above L.W.L. at the point of greatest beam on that line, shall be 1830mm.

Any deficiency shall be multiplied by 4 and added to "L" in the formula.

The above rule shall only apply to yachts laid down after September 1937.

## 12. **SAIL AREA** (see Measurement Instruction M27)

The sail area, S in the formula, shall be measured as laid down in Measurement Instruction M27.

## 13. **MAXIMUM HEIGHT OF SAIL PLAN**

The maximum height permitted, measured from a point 90mm above the covering board abreast of the mast and along the mast shall be 13000m (class rating multiplied by 2 plus 1000mm).

## 14. **MAINSAIL CROSSWIDTHS AND BATTENS**

The length of the battens in the mainsail shall not exceed the following:

Upper batten: Not restricted in length

Other battens: 1500mm

The battens in a sail shall divide the after leech into approximately equal parts.

The total width of the mainsail, including the luff rope, at half and three quarter heights shall not exceed 67% and 39% respectively of the maximum permitted foot length B.

Maximum number of battens in sail: four

Battens in other sails are prohibited.

## 15. **MAXIMUM HEIGHT OF FORE-TRIANGLE AND LIMIT TO SIZE OF BALLOON JIBS** (See Measurement Instruction 27)

The maximum height of the foretriangle measured from a point 90mm above the covering board shall be 9.750m. The clew of the biggest jib shall not extend, when new, more than 3.000m, abaft the fore side of the mast, measured head to wind.

No jib shall have a club or foot yard or more than one sheet or other device for extending it to other than a triangular shape.

## 16. **LIMIT OF SIZE OF SPINNAKERS**

Two types of spinnakers, symmetrical and asymmetrical are permitted. The difference between them and the maximum sizes are defined below.

The luffs and leeches of spinnakers shall be taped with stretch resistant tape.

These spinnakers shall not have more than one sheet or any other contrivance for extending the sail to other than a triangular shape.

Intentional openings in the sail, in addition to the normal cringles and reefing eyelets, shall be permitted provided that the sail shall be substantially flat in the vicinity of the openings.

(a) Symmetrical Spinnaker

(i) These sails shall be symmetrical about a line joining the head to the centre of the foot. The mid-girth shall not be less than 75% of the length of the foot. The mid-girth shall be taken as the distance between mid-points of the luff and the leech measured in the shortest path on the surface of the sail. The length of the foot shall be measured around the foot of the sail.

(ii) The maximum dimensions of a symmetrical spinnaker shall not exceed the following:

Maximum length of luff and leech of spinnaker: 80% of the square root of "I" squared plus "J" squared, plus 2500mm.

"I" is the height of the fore-triangle

"J" is the base of the fore-triangle

$$0.8 \sqrt{(I^2 + J^2)} + 2500$$

Maximum breadth of foot of spinnaker shall be 250% of "J".

(b) Asymmetrical Spinnaker

The maximum dimensions of an asymmetrical spinnaker shall not exceed the following:

(i) Luff length shall not exceed  $\sqrt{(I^2 + J^2)}$

(ii) Leech length shall not exceed luff length

(iii) Foot length shall not exceed  $J + 3.0m$

(iv) Mid-girth shall not exceed 110% of the Foot length.

## 17. HEADBOARDS

The extension of the headboard measured perpendicular to the aft side of the mast shall not exceed 160mm. (Note in the case of an exterior mainsail luff track, measurement is to the foreside of the groove.) Headboards are prohibited in all other sails.

## 18. MEASUREMENTS

All measurements shall be taken without crew on board.

## 19. MARKS

Visible marks on the hull shall be in accordance with Measurement Instructions M10, M11, M12 and M13.

## 20. IMMERSION (See Measurement Instruction M26)

The certified rating shall be for the immersion of the yacht in water of specific gravity 1.025 (sea water). Allowance shall be made in the case of vessels measured in fresh water, as prescribed in the measurement instructions.

The top of the triangular side marks shall not be immersed when the yacht is on a level keel in racing trim with all persons and additional equipment not specified for purposes of measurement on board. Re-checking of this requirement may be requested at any time.

## 21. DECK REQUIREMENTS

Decks shall not have "negative camber". That is at any transverse section through the yacht the top of the deck shall not lie below a straight line drawn from the top of the deck at one side of the yacht to the top of the deck at the other side.

This requirement shall not be applied to prohibit "deck recesses" which comply with the following provisions:

Small recesses used to accommodate particular and individual items of gear or equipment, such as spinnaker booms, shall be permitted provided that the method of construction is approved by the **Classification Society** as retaining not less than the weight of the deck structure replaced by the recess.

### Deck Openings

The total area of deck openings shall be not more than 2.70m<sup>2</sup>.

No opening shall be closer to the deck edge than 200mm.

A hatch between the mast and forestay shall not be included in the total area of the deck openings, provided that:

- (a) The method of construction is approved by **the Classification Society**
- (b) The area does not exceed 0.4m<sup>2</sup>
- (c) It is not closer than 300mm to the deck edge.
- (d) The hatch shall have a cover, the weight of which shall be not less than the weight of the deck it replaces. It shall be securely attached to the deck and shall be in place while racing except when the spinnaker is being set or retrieved.

## 22. SCHEDULE OF EQUIPMENT

The following portable or semi-portable items shall be on board and in normal position of use when the yacht is measured afloat:

- (a) Mainsail, genoa jib and spinnaker.
- (b) Spars and standing rigging, including one spinnaker boom.
- (c) Anchor (minimum weight 14kg), chain and warp (minimum 30 metres, 50mm circumference).
- (d) All winches normally used, including complete drive units, pedestals and cranks, together with no fewer than two handles for deck capstans or geared winches.
- (e) Hatch covers.
- (f) Sheaves or turning blocks for genoa and spinnaker sheets, or snatch blocks if these are used in place of turning blocks.
- (g) Floorboards as normally used.
- (h) Electronic equipment or other equipment used to record or analyse performance.
- (i) One fixed pump or one portable hand pump, including overboard discharge.

The following items may be removed from the yacht when measured afloat:

- (a) Running rigging, including halyards, sheets, guys and tackles.
- (b) Lifebelts or similar lifesaving equipment.
- (c) Extras and spares.

- (e) Tools and miscellaneous portable items not otherwise required to be on board.

#### Notes

Equipment - all items in the above Schedule shall be bona fide of the nature common to the usual fittings of a yacht. Unspecified equipment carried when racing shall not be of the nature of ballast or merely carried for the purposes of stiffening the yacht. Consumable stores carried when racing shall not exceed 30kg including liquids.

No unspecified equipment shall be stowed below the cockpit sole, but light articles not specified may be stowed below the cockpit sole, if the specific gravity of such articles does not exceed that of salt water. Free flooding compartments shall be prohibited.

The material used for the ballast keel and fixed inside ballast shall be no heavier than lead. (For the position of anchors and chains and gear during Measurement see Measurement Instruction M26 - "Afloat Test".)

## 23. MAST

Mast shall have a minimum diameter at half the height from deck to jib halyards of 137mm.

The diameter may be reduced by 5% at the deck, 20% at the jib halyards, and 50% at the highest point of measurement.

A wooden mast shall be solid from the step to 300mm above the deck, excepting that for passing halyards a hole shall be permitted, the area of which shall be added to the sectional area of this part.

The term 'solid' shall be interpreted as of one type of material only, of approximately constant density.

The athwartships dimension of masts, which are not round, may be reduced by not more than 10%, provided that all transverse measurements fall on or outside of a profile connecting with a fair rounding taper, the required points. If the athwartships dimension is reduced, as permitted, the fore and aft dimensions may be increased by not more than 35% of the actual athwartship dimension at any point. No section of the mast shall have less area than the area of a circle of the diameter determined by a fair line throughout the given rule diameters. The fore and aft dimension may be exceeded by not more than 30mm to cover luff groove or track, and this addition shall not be included in computing the sectional area of the mast.

If the mast is solid it may be reduced in diameter by 8%.

The weight of masts, including all Fixed Fittings, shall be not less than 63.51kg. Centre of gravity of mast shall be not less than 4.940m above a point 90mm above the covering board.

#### Fixed Fittings:

Mast head fittings for standing and running rigging.

All mast bands, sail tracks and fittings, but excluding crosstrees spreaders and struts.

Boom bands on track, excluding gooseneck slide or swivel.

Spinnaker boom track or fitting, excluding slide.

All cleats, eye bolts, etc, on the mast, required for the efficient handling of the sails, excluding mast winches.

No running or standing rigging shall be included in the mast weight but should the halyards run inside the mast the sheaves shall be included but not the rigging.

Permanently bent masts, rotating masts, double-luffed sails, and similar contrivances are prohibited. For the purpose of this rule a permanent set not exceeding 100mm between the upper and lower measurement bands is permitted.

#### Measurement band

The height of the top of the coloured band on the mast marking the lowest position of the boom for the measurement of sail area, measured from a point 90mm above the covering board shall be not less than 400mm and not more than 1100mm. A yacht with a valid rating certificate issued before 1st March 1976

shall comply with either this requirement or the rule current when the original rating certificate was issued.

## 24. BOOM

The boom, including sailtrack, without other fittings, shall be able to pass through a circle having a diameter equal of 137mm (the rule diameter of the mast).

A boom shall not be made permanently concave in a fore and aft direction. Permanently or mechanically bent booms and struts and outriggers on booms shall be prohibited. A boom which bends either vertically or horizontally shall be permitted unless the bend is accentuated or induced by a force physically applied for the purpose of bending it.

For the purpose of this rule a permanent set not exceeding 50mm is permitted.

Vangs (if used) shall not exceed two in number; one of which may be a fore guy. (Note: the purpose of (a) the mainsheet, is to trim the boom, (b) vang and guys, is to hold the boom down and/or forward.) The depth of the boom at any point shall not exceed twice the width. A jackstay or rail, if used, shall be fixed in the fore and aft line of the boom.

## 25. CREW

The maximum number of persons on board during a race shall be 5.

The above is for international racing; each National Authority may make its own rules for racing amongst themselves.

## 26. HULL CONSTRUCTION REQUIREMENTS

26.1 The hull and deck shall be constructed according to specifications detailed on an "ISMA Building Form" which has to be approved by a Classification Society approved by 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 the Classification Society.

The Classification Society approval of the "ISMA Building Form" is limited to ensuring compliance with the materials weight and weight distribution requirements in this Rule.

The minimum weights permitted for the various components of the yacht are *as stated in 26.4 to 26.7*. (The weights of the centreline structure, the beam shelf equivalent, the floor structure and the ring frames are in addition to the basic panel weights required in under 26.5(d).)

26.4 The glass fibre contents by weight, for the purposes of assessment under this Rule, shall be taken as follows:

CSM: 40% glass

Woven Roving: 55% glass

Unidirectional Roving: 60% glass

If vacuum and/or auto-clave techniques are employed in the laminating process, then the builder is to demonstrate that the achievement of the minimum required weights has been complied with to the Surveyor's satisfaction. Gel coats and other cosmetic finishes are to be in addition to the minimum Weights required by these Rules. However, an allowance of 0.15 kg/m<sup>2</sup> for epoxy coating per surface for timber construction is permitted within the minimum defined panel weights. Similarly a "bonding"

allowance of 0.2 kg/m\_ shall also be made between layers of timber and for the bonding of a core to a cured laminate.

26.5 Minimum Weights of Structure and Dimensional Restrictions

(a) Centreline Structure

Element	kg/metre	max total width mm
Keel	9.07	450
Stem Head	4.04	200
Stem Heel	4.54	250
Stern Post	4.04	200
Counter structure	3.03	150

(b) Arrangement of Floors and Ring Frames

Transverse structural floors shall be fitted over the 3/4 LWL region at a frame spacing not exceeding 250mm.

These floors shall have minimum weights and dimensions as follows:

Location of Floor	Longitudinal kg/m	min total width mm
At 55% station	1.5	700
At 3/4 LWL ends	1.0	500

The weight of the cockpit sole shall not be included in these floor weights.

Two ring frames each having a minimum weight of 8 kg shall be fitted in way of the mast.

(c) Gunwale Angle (Equivalent to the Beam Shelf)

Location	Basic weight kg/m run (each side)	Max depth below sheer and width onto deck
Gunwale Angle within 3/4 LWL	1.8	200
Gunwale Angle outside 3/4 LWL	1.3	150

(d) Shell Location Basic weight kg/m\_

Sides within 3/4 LWL	11.32
Sides outside 3/4 LWL	10.84
Bottom within 3/4 LWL	11.81
Bottom outside 3/4 LWL	11.24

The bottom shell is to extend not less than 150mm above DWL.

In the case of a framed or longitudinally stiffened single skin construction the minimum panel weight (excluding framing) shall be not less than 70% of the above values.

(e) Deck Location Basic weight kg/m\_

Within 3/4 LWL	9.01
Outside 3/4 LWL	8.15
Transom/Retrouse stern	8.15

The above weights are inclusive of any beam weights but not of carlins and cockpit surrounds, which shall be in addition to the above.

In the case of a framed, or longitudinally stiffened, single skin construction the minimum panel weight (excluding framing) shall be not less than 70% of the above values. (TR note: Commas redistributed to clarify the meaning)

26.6 The minimum weight of the rudder and stock shall be 12.5 kg.

This shall be verified at measurement by the Class Measurer and may be checked at regattas.

## 26.7 Materials

The materials permitted for the construction of hulls are as follows:

- (a) Fibre reinforcements.  
Only glass fibres of type "E", "R" and "S" are permitted. Reinforcements of higher specific modulus are prohibited.
- (b) Resins  
Polyester, vinylester and epoxy type resins are permitted as are all bonding compounds.
- (c) Timber  
Wood of any species is permitted.
- (c) Fastenings.  
Any commercially available fastenings are permitted. The weight of any fastenings shall be additional to the above minimum defined weights of structure.
- (e) Core Materials. Timber and thermoplastic cores are permitted. These shall have a density of not less than 70 kg/m<sup>3</sup>. Aramid and aluminium honeycomb cores are prohibited.

### Reinforcements

The repair or strengthening of an existing spar that conformed to the Rule may be of any normally commercially available material and the same shall apply to the hull and deck.  
(The purpose of this clause is to allow cost-effective repairs/stiffenings.

## 26.8 Plan approval

Prior to commencement of construction the completed ISMA Building Form shall be submitted to the Classification Society for its approval together with a full material specification for each component to enable confirmation of the design weight. Commencement of building prior to approval shall be at the owner's risk.

Upon approval, signed copies of the ISMA building form shall be distributed as follows:

- three copies to the owner's representative
- one copy to be retained by the Classification Society.
- one copy to be retained by ISMA

## 26.9 Survey of construction

It is the purpose of the survey to check that the materials, scantling weights and weight distribution approved on the ISMA Building Form have been observed. The number of visits required for a surveyor will vary with the type of construction but the minimum number of visits during building shall be four and these shall be signed off and dated on the Building Form. It shall be the builder's responsibility to complete the Building Form as work progresses - noting the details of the materials actually used and the date of application. Compliance forms should be signed by the owner and the designer, as well as the surveyor and the builder. (TR note: Check this with Ian Howlett – I thought we planned to dispense with Classification Society supervision of build, so I'm not sure who this surveyor is reporting to. If we delete this requirement, it's probably another change that should be formally ratified by ISMA and submitted to ISAF)

On completion of construction one ISMA Building Form shall be signed by the surveyor, the owner's representative and the builder confirming compliance with these rules.

This signed Building Form shall then be returned to the Classification Society with copies to the ISMA and to the owner's representative.

## 27. CERTIFICATE OF RATING (see Measurement Instruction M29)

To obtain a Certificate of Rating:

- (a) for a new yacht, the owner shall apply to his National Authority for a sail number and pay the Hull Royalty to the ISAF
- (b) the owner shall arrange for a measurer
- (c) the owner shall provide the measurer with the Building Form issued and signed by the Classification Society in accordance with Rule 26.8
- (d) the draft of the measurement certificate shall be approved by a special measurer appointed by ISMA, who will satisfy himself that the rating has been correctly calculated.

## 28. ERRORS IN THE CERTIFICATE

Should the certificate under which a yacht has sailed in any race or races be proved to have been incorrect for any reason, the National Authority may, after inquiry, correct such certificate as they deem proper, and may revise the claims of the yacht to the prizes which she may have been awarded in such race or races.

## 29. OBLIGATIONS OF OWNER RESPECTING CERTIFICATE

29.1 The Certificate of Rating shall cease to be valid:

- (a) Two years after the date of issue; *(rtm; Tim, has this been extended?) TR: Not sure – it appears to require a flotation check every 2 years – see 29.2. The other metre classes – 8 and 12 – have the same provision)*
- (b) If there is any change in the yacht's displacement or trim that may alter any of the measurements on the Certificate of Rating;
- (c) If there is any change made to the hull or its appendages that may alter any of the measurements on the Certificate of Rating;
- (d) If any dimension of the rated sail area is increased;
- (e) If any alteration is made which would cause the yacht not to comply with any requirements of the scantling or rating or her rating certificate.

In such case the owner or his representative shall forthwith notify in writing the invalidity of the certificate to the National Authority. A renewed certificate shall afterwards be issued, to be in force from the completion of re-measurement, and appropriate classification surveys, or from the date the certificate expires under clause (a). It is the responsibility of the owner, or his representative, to ascertain from time to time, by inspection of the marks, whether the immersion of the yacht has from any cause whatever becomes such as to render the certificate invalid.

In the event of major damage, repairs or extensive modifications affecting more than 10% by weight of the structure (ballast keel not included) details of the rebuild shall be submitted on an ISMA Building Form to the Classification Society for approval and the rebuild is to be surveyed.

29.2 In the case of Rule 29.1(a) above, the Certificate may be revalidated following a successful float test and receipt of a declaration from the owner that no changes have been made or which invalidate the measurement certificate.

29.3.1 In the cases of Rule 29.1 (b, c and d) a new Certificate may be issued following partial or complete re-measurement or resurvey, as appropriate.

The owner shall be responsible to see that the yacht, its spars, sails and equipment comply with the scantling and racing rules at all times while racing.

## 30 ADVERTISING

Advertising is permitted in 2005 ISAF Regulations, Part IV – Events: Olympic, ISAF and Other. ISMA has adopted Category C and ISMA Class Rules permit advertising:

- (i) on spinnakers
- (ii) on the transom
- (iii) when moored, on flags hoisted on the forestay
- (iv) on one flag of an event sponsor hoisted on the backstay not higher than two metres above the waterline. The dimensions of the flag shall not exceed 30cm by 60cm.

A yacht may not be named with an advertising name.

## 31 INSPECTION TO BE PERMITTED BY OWNER

Every owner sailing under these rules shall permit all reasonable inspection by or on behalf of the National Authority, and shall afford all reasonable facility to carry out such inspection in regard to measurements, marks, fittings, and such other matters as fall within the scope of a measurer's duty.

## 32. WEIGHING YACHTS

A yacht shall be weighed at the time of the inspection of flotation marks before her first certificate of racing is granted. The weight found shall be entered on the certificate of rating. This certificate of rating shall be accepted in other countries, subject to the right of the National Authority to weigh the yacht again in special circumstances. The weight of all loose ballast and its position shall be noted on the certificate of rating.

If a re-measurement is required owing to an alteration of the keel, the yacht shall be reweighed, but if a re-measurement is required owing to an alteration of the loose ballast, or for other reasons, it is not necessary to reweigh the yacht, but such alterations shall be noted on the certificate.

## 33. EXOTIC MATERIALS

**The Mast** shall be constructed of

- (i) Wood of any species
- (ii) Normally commercially available aluminium alloys (i.e. 5000 or 6000 series). Paints, varnishes and fillers for the same are acceptable and may be used to bring an undersized tube up to Rule dimensions.

~~The term 'solid' shall be interpreted as of one type of material only, of approximately constant density. (Should this be inserted in Rule 23?) (TR: It might fit better there. It had me thinking for a moment or so as to just what it meant, but I think it means that you cannot make a solid mast of composite materials — such as an alloy skin over a wooden mast. In other words, a wooden mast may be solid)~~

Spreaders shall be made of timber, aluminium alloy or stainless steel.

**The Boom** shall be constructed of

- (i) Wood of any species
- (ii) Normally commercially available aluminium alloys (i.e. 5000 or 6000 series)

**The Spinnaker Pole** may be constructed of any normally available commercial material.

**Reinforcements** to repair or strengthen an existing spar that conformed to the Rule may be of any normally commercially available material and the same shall apply to the hull and deck. *(Should this be included in Rule 26?) (TR: I think so)*  
*(The purpose of this clause is to allow cost-effective repairs/stiffenings to a wooden or metal mast and boom.)*

### **Rigging**

Shrouds and Forestays shall be of normal commercially available Stainless Steel wire or rods made of materials such as Nitronic 50.

### **Rudder**

Any normally commercially available materials may be used for the construction of the rudder (the only constraint being the weight as stated in Rule 26.6)

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

## **34. CLASS EMBLEM, NATIONAL LETTER(S) AND DISTINGUISHING NUMBERS**

The class emblem (number 6), national letter(s) and distinguishing numbers shall be placed as laid down in RRS Rule 77 and Appendix B2.4. *(TR note: Why not just say as specified by ISAF – that way we don't have to re-write the rule if they change the number)* They shall be of the following minimum dimensions:

Height	450mm
Width	300mm (except number one and I)
Thickness	60mm (maximum 70mm)
Space between adjoining letters and numbers	90mm.

## **35. HIKING**

No rope, wire, rail, handhold or other special device shall be used by any member of the crew for the purpose of supporting his weight outboard of the sheerline. However, the use of the headsail, spinnaker and/or main sheets, held solely by the hands, for hiking purposes is permitted. When hiking in the sitting position no part of the crew's body between the middle of the thigh and feet shall be outboard of the sheerline. When hiking in the prone position, at least one full arm and one full leg shall be inboard of the sheerline.

## **36. INTERNATIONAL CLASS FEE**

The International Class Fee (ICF) shall be paid by the owner to ISAF who will issue to the owner an ISAF plaque and a receipt. *(TR note: Is this the same as the Hull Royalty in para 27 (a) or something different?)*

The amount of the ICF shall be revised annually by the ISAF in consultation with the International Six Metre Association.

The ISAF plaque shall be affixed to the inner starboard hull skin in the region of the 55% girth station in a clearly visible position.

## **37. ELECTRONICS**

Electronics shall be limited to those, which deal with on board generated information. A boat shall not carry while racing any equipment capable of receiving data from a satellite or by way of telemetry or radio transmission.

# **MEASUREMENT INSTRUCTIONS**

## **M1. TRANSLATIONS**

Each National Authority may issue a translation of these instructions for the use of the measurers.

## **M2. MEASURERS**

Measurers of any National Authority shall not measure:

- (a) yachts which they have themselves designed or built or in the construction or alteration of which they have in any respect taken part;
- (b) yachts, which have been built by firms in which they have a business interest;
- (c) yachts of which they are themselves the owners or part owners.

If necessary, in such cases the National Authority may appoint a special measurer for the purpose.

## **M3. EXTRA MEASUREMENTS FORBIDDEN**

Measurers are not permitted to take other measurements than those necessary for determining the rating, except as may be expressly enjoined by the National Authority.

## **M4. SCHEDULE OF EQUIPMENT**

The measurer, before certifying the measurements as complete (see Measurement Instruction M8), shall satisfy himself that the yacht conforms to Rule 22.

## **M5. DOUBTFUL CASES**

If from any peculiarity of build, construction, or fitting of any yacht, the National Authority, on the report of the measurer, is in doubt as to the application of the rules or instructions, or the calculation of the rating, they shall report the case to the ISAF which after due enquiry shall award such certificate of rating as it may deem equitable; and the measurement shall be deemed incomplete (see Measurement Instruction 6) until this has been done.

## **M6. CERTIFICATE OF RATING**

Immediately the measurements are complete, the measurer shall forward the same to the National Authority and shall hand to the owner or his representative a statement in the following form:

I beg to inform you that the measurement (or re-measurement) of yacht ..... is complete.

The certificate, stating the rating of the yacht, will follow in due course.

Signed this ..... day of ..... official measurer.

## M7. MEASUREMENTS AND CALCULATIONS

Metres - all decimal units beyond 3 places shall be disregarded.

At the time of measurement, ashore and afloat, backstays, runners and forestays shall be slack.

## M8. MEASUREMENT INSTRUMENTS

All measurements shall be taken with a steel tape or with rods (or ordinary measuring rule may be used in case of measurements if less than one metre); and the National Authority shall approve all such instruments.

## M9. MEASUREMENT BOOKS

The measurements shall be entered in a book with printed measurement forms approved or supplied by the National Authority; and such books, as entered up, shall be at all times open to inspection by the National Authority, or by the ISAF if required. All measurements shall be taken twice and a third time if there is material disagreement, and recorded in the measurement book.

The form of measurement book recommended is shown in Measurement Instruction M29 and is the same as the text of a Certificate of Rating.

## PLACING THE MARKS IN POSITION ON THE HULL

### M10. MARKS SHALL BE OF STANDARD PATTERN

The measurement marks shall be of the size given in Measurement Instructions M12 and shall be of durable plastic or metal and shall be permanently fixed to the hull. The several marks shall be referred to in these instructions by the letters by which they are denoted in the list below.

### M11. VERIFICATION OF MARKS

The marks shall be affixed at the expense of the owner and their positions verified by the measurer.

### M12. ENUMERATION OF MARKS

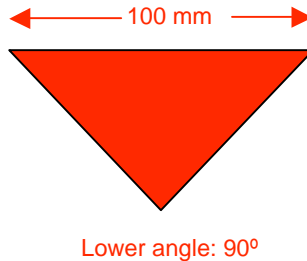
The requisite marks shall be as follows:

Number required	Description	Position
2	Upper length marks L1	Ends of measured length
2	Lower length marks, L	Ends of L.W.L.
2	Upper d marks, d	Covering board at 0.55 girth station
2	Immersion marks, I	L.W.L. at 0.55 girth station
2	Lower d marks, d1	Sides of vessel below water amidships
4	Overhang girth marks, O	Ends of measured length, see measurement instruction 15
1	Outer after length mark, L2	As prescribed in Rule 3
2	Outer overhand girth marks O2	Vertically above the outer after length mark, L2

The length marks, L, L1 and L2, shall be rectangular marks not less than 12mm in width and 150mm in length.

The d and overhang marks d, d1, O and O2, shall be round marks of 20mm in diameter.

The immersion mark I shall be a triangular mark thus:



### M13. DESCRIPTION OF MARKS AND FIXING THEM ON YACHT

Before the official measurer measures a yacht the marks enumerated in **12. Enumeration of Marks** 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, on the upper length marks, L1, and L2, on the after part of the counter. In a transverse plane at a right angle to the waterline 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.
  - Overhang girth marks O at 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.
- (c) Overhang girth marks O and outer overhang girth marks O2 at stern on the edge of or close below the covering board, one on each side of the yacht, centres vertically above the outer edges of the L1 and L2 marks respectively (see figures 1 and 2):
- (d) 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.:
- (e) 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):
- (f) Lower d marks d1 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 d1 shall be fixed at a vertical distance of 750mm below the L.W.L.

Figure 1

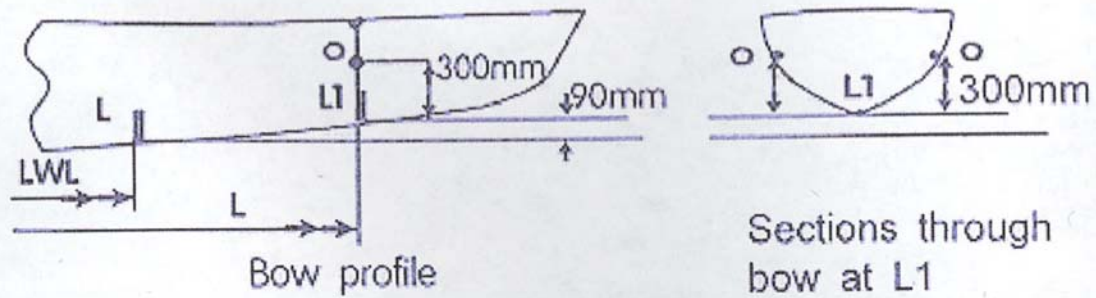
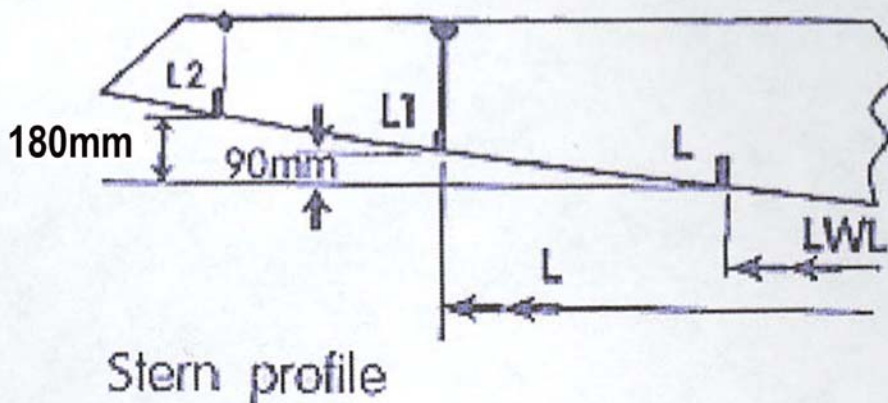


Figure 2



*(Have separated Figures 1 and 2. The bottom diagram must be wrong, since L2 is shown as 80 mm above the same datum as L1, but L1 is dimensioned at 90 mm. I think L2 should be 180 mm above the L marks) rtm:altered, but will clean up diagrams*

## MEASUREMENTS TO BE TAKEN ASHORE

### **M14. OVERALL LENGTH**

The overall length shall be measured along a level line above the deck, from the plumb of the foremost point of the hull to that of the aftermost point, exclusive of rudder. Should there be any doubt as to the precise point to which the measurement should be taken, the point actually taken for measurement shall be clearly described in the measurement book.

### **M15. BEAM**

For measuring the extreme beam, a plumb-line shall be suspended on each side of the yacht from the transverse batten, so that both hang just clear of the side when the yacht is upright, and the distance shall be measured between the lines at the position defined in Rule 11. The lines shall hang clear of any mouldings, wales, or doubling planks but not of channels. The measurement shall be tried in several places, and finally taken where found greatest.

The beam on deck shall also be measured to ascertain that the tumble home does not exceed the 2 per cent permitted by the rule.

## **M16. MEASUREMENT FOR d**

Port Side

- (a) Measure from the upper side of the covering board through the centre of the upper d mark downwards on the skin surface of the yacht to the centre of the lower d mark d1.
- (b) Take a measurement between the same points with the tape pulled taut.

Starboard Side

Take similar measurements (a) and (b) on the starboard side.

## **M17. OVERHANG GIRTHS**

The overhang girth at each end shall be the shortest chain girth; forward from the centre of the O marks on one side, to a point on the fore and aft profile line where it is cut by the vertical plane, through the outer edges of the upper length marks, L1, and from this point to the O mark on the other side. The aft measurements shall be made in a similar manner, but from top of covering board to top of covering board. Though the centres of the O marks which are on the edges of the covering boards. The measurement to the L2 and O2 marks shall be taken in a similar manner.

## **M18. PROJECTIONS, NOTCHES, HOLLOWES AND DIAMETER OF RUDDER POST**

The measurer shall see that the yacht conforms to Rule 5 and shall, if necessary, test the surface of the hull between the L.W.L. and the sheer line with a straight-edge; with the exception of the hollows in the stern permitted by Rule 5.

When the length of the yacht including the rudder at or below the waterline plane exceeds the length between the girth stations (i.e. the measured length), then this difference shall be added to the waterline length for computing the displacement and draught. The after "L" mark shall be placed on the after end of the waterline plane as prescribed in Measurement Instruction M20. The rudderpost, or main piece of rudder, measured athwartships shall not exceed 95mm when the rudder extends beyond the aft end of the waterline.

Should there be any hollows or notches in the stern, stern post or stern of the yacht within a vertical distance of 75mm above or below the flotation water line (Measurement Instruction M22(a)) they shall be bridged across within the limits of the said vertical distance; except that hollows aft below the flotation water line or above as permitted by class rule 5 shall not be subject to such bridging.

Such notches or hollows shall not affect the placing of the length marks, L, L1 and L2 or the overhang marks O and O2. However, to the extent that bridging increases the length for measurement or the water line length, the increased length shall be used for the purpose of rating or displacement.

## **M19. YACHTS OF PECULIAR CONSTRUCTION**

If from any form of construction the marks O and O2 cannot be placed on the covering boards in a vertical above the L and L2 marks respectively, they shall be placed as near thereto as possible and the overhang girth shall be measured at the points indicated by the marks as placed.

If for any reason there is placed any contrivance at the stem or stern in order to avoid the measuring of the overhang, such contrivance shall be disregarded in measuring the overhang girth. The hull of the yacht must be so shaped as to allow the placement of the lower "d" marks.

## **M20. WATERLINE LENGTH**

The length to be recorded as the waterline length shall be the overall length as in Measurement Instruction M16, minus the sum of the overhang deductions at the two ends as specified in Measurement Instruction 24(a).

The aftermost ending of L.W.L. shall be taken as whichever of the following gives the greater measurement:

- (a) The aftermost part of the hull or any extension thereof at or below the L.W.L., excluding the rudder and normal rudder hangings.
- (b) The axis of the rudder stock. (In cases of yachts laid down prior to 1st November, 1970, 48mm shall be deducted from the L.W.L. in cases where the measurement is made under sub-section (b) and the extension of the hull by fairing strips to the centreline of the axis of the rudder stock is permitted.)

## **M21. MEASURED LENGTH**

The length to be recorded as the measured length shall be the overall length as specified in Measurement Instruction M14, minus the sum of the overhang deductions at the two ends as specified in Measurement Instruction M24(b).

## **M22. OVERHANG DEDUCTIONS**

- (a) Deductions for waterline length  
The overhang length shall be measured in a fore and aft direction, from the plumb lines of the respective ends of the overall length, as just specified, to the edges furthest from midship of the respective marks L.

- (b) Deductions for measured length

The overhang deductions shall be measured from the same plumb-lines, as specified above, to the edges furthest from midship for the respective marks L1 and L2.

If the marks L1 and L2 are wrongly placed, the measurer shall order them to be shifted into correct position.

Should it be necessary to shift the marks L1 and L2 to get them the proper height above the water level, the O and O2 marks shall be shifted so as to be plumb above the L1 and L2 marks.

## **M23. FREEBOARD**

The freeboard shall be the vertical distance from the water level to the upper edge of sheerline throughout the centres of the marks O, d and O, forward, amidships, and aft on both sides of the yacht. Freeboard shall also be taken at O2 in a similar manner in order to determine the vertical heights required in Measurement Instruction M24.

## **M24. VERTICAL HEIGHTS**

The vertical heights at bow and stern to be deducted from the girths at these stations shall be found as follows:

Bow - The amount of the vertical height deductions always equals 600mm.

Stern - From the mean freeboard at stern O and O2, subtract the height above water of the mark L1 and L2 (see Measurement Instruction M13).

## **M25. WEIGHT**

The measurer shall ascertain the yacht's weight by weighing as directed by the National Authority.

## **MEASUREMENTS TO BE TAKEN AFLOAT**

### **M26. AFLOAT TEST**

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 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.

For the afloat test the anchors and warps shall be stowed in normal position. The mainsail shall be either stowed in the usual way on the boom, or if unbent shall be approximately amidships. The items named in Rule 22 shall be in their usual positions during the measurer's afloat test.

The Measurer shall check that when the yacht is on a level keel in racing trim with all persons, sails, etc., on board she shall satisfy the requirements of Rule 20. Re-checking of this may be requested at any time.

#### **Measurement of Yachts in Fresh Water**

The certificate of measurement of a yacht measured in fresh water shall be valid in fresh water only, and shall not exempt this yacht from another measurement in salt water when she is going to race at sea. A Certificate of Measurement of a yacht measured in salt water shall be valid in fresh water. However, when she is in fresh water, a club or a competitor may ask for the verification of her measurement, to make sure that the allowance for fresh water is not exceeded.

In the event of it being necessary to measure a yacht in fresh water, the Measurer shall require the designer or builder to furnish him with a certificate showing the difference in the immersed length and freeboard in sea water of a specific gravity of 1.025 and fresh water of a specific gravity of 1.000, and the rating shall be calculated with an allowance according thereto, in the manner prescribed by the National Authority, with the concurrence of the ISAF.

The measurement marks shall be fixed for the immersion in salt water with additional L and I marks for the immersion in fresh water.

The Measurer shall measure the distance between the fresh water and salt water length marks, so placed, and see that it agrees with the difference named on the certificate furnished to him by the designer or builder.

The Certificate of Rating of a yacht so measured shall be endorsed 'fresh water certificate'.

## MEASUREMENT OF SAIL AREA

### **M27. SAIL AREA**

S = rated area of triangular mainsail(s) and rated area of foretriangle.

#### Area of triangular mainsail

Luff A. Measured from top of boom, where in its lowest position it cuts mast, to the top of the sheave, or coloured band at the after side of the mast. A coloured band on the mast shall indicate the lowest position of the boom, the top of which shall be in a line with the top of the boom and a permanent stop shall be fitted in conjunction with this band. No part of the headboard shall exceed in height the top of the sheave in first case and the lower edge of the band in second case.

Boom B. Measured from the inner edge of the coloured band at boom end along the top of boom to the after side of the mast excluding the track or jackstay; but if there is a groove in the mast for the sail, to the foreside of the groove.

$$\frac{A \times B}{2} = \text{Rated area of mainsail}$$

#### Area of fore-triangle and limit of head-sails

- I. Where the foremost head-sail is set on a stay the height I shall be measured from a point 90mm above the covering board at the foreside of the mast to where the aft side of this stay cuts the foreside of the mast or topmast.

Where the foremost headsail is set flying or without attachment to forestay the height I shall be measured to where the line of the luff when extended cuts the foreside of mast or topmast. If the point of attachment of any contrivance suspending the head of the spinnaker is above the top of the normal fore-triangle, the measurement of I shall be taken to that point.

- J. The base J shall be measured from the foreside of the mast (with it in its aftermost position) to where the aft side of the forestay to which the foremost head-sail is attached cuts the bowsprit, other spar or hull, etc., as the case may be. Where the foremost head-sail is set without attachment to the forestay the base J shall be measured to where the line of the luff when extended cuts the bowsprit other spar or hull, etc.

$$\frac{0.85 I \times J}{2} = \text{Rated area of fore-triangle}$$

There the foremost headsail is set on a head-foil into which the luff of the sail is fitted; the measurements of I and J shall be taken to the forward edge of the head-foil or its extensions to the mast and deck as necessary.

Sails shall be measured in accordance with the ISAF Equipment Rules of Sailing 2005-2008, Part III, Section H5, Sail Measurement where applicable, and the measurer shall check that the foot of the largest Genoa shall extend not more than 3.0m (0.5 of the rating) abaft the mast when first measured. Notwithstanding the requirements of the ISAF 2001-4 Equipment Rules of Sailing, sails in this class are not required to be made of woven fibre cloth.

Reinforcement of a sail may be of any size provided that it is flexible and capable of being folded without damaging the sail or the reinforcements.

#### Spinnaker Boom

In all classes if the length of the spinnaker boom exceeds the normal length of the base the excess shall be added to the base J. The spinnaker boom shall be measured from centre of fore-side of mast to the outer end of boom or end fitting with the boom shipped in its place and in any position from fore and aft to square off where the projection is greatest.

In the case of a yacht having no headsail, but carrying a spinnaker, the area for headsail shall be computed from the length of spinnaker boom, and the height from deck to where the line of the halyard of the spinnaker when extended cuts the mast.

A spinnaker shall not have more than one sheet or any other contrivance for extending the sail to other than a triangular shape.

## FINDING OF RATING

### 28. RATING FORMULA

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

The measurer having taken, or been supplied with, all the measurements enumerated in these instructions, and being satisfied they are correct, shall record each measurement taken in a measurement book in the form shown in Measurement Instruction 29.

To find the rating of the yacht he shall add correct length L, 2d and the square root of sail area, S, set forth in the third column, then subtract freeboard, F, and divide by 2.37. The result shall be the rating.

## M29. COPY OF MEASUREMENT BOOK, OR CERTIFICATE OF RATING

International Six Metre Class						
<b>Certificate of Rating</b>						
Sail No:		Yacht Name:		Year Built:		Ref:
Owner:			Address:			
Designer:			Builder:			

Overall Length			
Add (Overhang Forward to L <sub>1</sub> )			
Add (Overhang Aft to L <sub>1</sub> )			
Subtract Total Overhang			
Measured Length			
Subtract (Girth at Stern)			
Subtract (Twice Vertical Height at Bow)			
0 at Bow			
Add 1 at Bow			
Subtract (Girth at Stern)			
Subtract (Twice Vertical Height at Stern)			
0 at Stern			
Add 0 at Stern			
Add any penalty at 0 <sub>2</sub>			
<b>CORRECT LENGTH, L</b>			
Subtract (Skin d to d <sub>1</sub> Port)			
Subtract (Chain d <sub>1</sub> to d <sub>1</sub> Port)			
D Port			
Subtract (Skin d to d <sub>1</sub> Starboard)			
Subtract (Chain d <sub>1</sub> to d <sub>1</sub> Starboard)			
d Starboard			
Add d			
2d			
Add to find sum of measurements			
Add (Mean Freeboard Bow 0)			
Add (Mean Freeboard Midship D)			
Add (Mean Freeboard Stern 0 and 0 <sub>2</sub> )			
Sum of Freeboards			
Subtract (sum) FREEBOARD, F			
√S			
Total of Measurements			
<b>Divide by 2.37 – RATING =</b>			

### M30. OTHER MEASUREMENTS TO BE RECORDED BY MEASURER

<b>DIMENSIONS</b>				
<u>Overall Length</u>				mtrs
Add	Overhang Forward to L		mtrs	
Add	Overhang Aft to L		mtrs	
Subtract Total Overhang			mtrs	
Total	Waterline Length			mtrs
Beam	Extreme:	2.000		
Tumble	Home	0		
<b>WEIGHTS</b>				
Approximate weight of, and fore and aft position,				
of ballast inside				kgs
Weight recorded by weighing in my presence				kgs
Minimum weight required by Rule				kgs
Weight of anchor				kgs
Difference				kgs
<b>AREA OF SAILS</b>				
I =		mtrs.	A =	
				mtrs.
J =		mtrs.	B =	
				mtrs.
Mainsail				sq.mtrs
Foretriangle Total				sq.mtrs
Foretriangle Total x 0.85				sq.mtrs
Sail Area for Rating (S)				sq.mtrs
$\sqrt{S}$				
<b>CERTIFICATE OF RATING</b>				
Measurer's Signature:				
Measurer Name:				
Date of Issue:				
Place of Issue				

### **31. COMPLETION OF MEASUREMENT**

When all measurements are complete the official measurer shall forward a copy of the same and sailmaker's diagram to the National Authority, which shall issue the certificate of Rating

Draft issued May 2005