

## Notes for Competitors– July 2025

Document updated on the 6<sup>th</sup> of August 2025. New additions are highlighted in red

### Rule Compliance

Racing Rules of Sailing (RRS) 78.1 states:

*“While a boat is racing, her owner and any other person in charge shall ensure that the boat is maintained to comply with her class rules and that her measurement or rating certificate, if any, remains valid. In addition, the boat shall also comply at other times specified in the class rules, the notice of race or the sailing instructions.”*

These notes are intended to highlight a number of points to help you have a trouble-free championship.

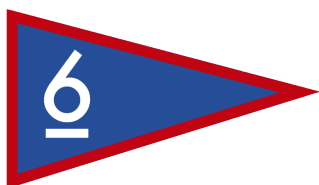
### Subscriptions and Fees

Paragraph 4.4 of the Notice of Race requires that all boats must have paid their 2025 membership dues to be a valid entry. There are two elements. Each boat's owner must have paid a full membership fee in respect of the boat, and any boat entered in a World or European championship must have paid a championship fee in addition. This is a fee payable to ISMA – it is not part of the championship entry fee. Where a boat is the subject of a charter arrangement, the charterer and owner together should arrange that the appropriate fees have been paid.

### Certification

The Notice of Race requires that each boat shall send a copy of a current valid measurement certificate, to the ISMA Secretary no later than Friday, 1 August 2025. A valid certificate is one issued by the owner's World Sailing Member National Authority (MNA) or by ISMA. The Class Rule allows that, in countries where there is no MNA or the MNA does not wish to administer the class, the administrative functions shall be carried out by ISMA. However, ISMA will only do this with the agreement of the MNA concerned, so any boat wishing to use this route to certification must leave ample time for a check to take place.

The Championship Technical Committee will use this certificate as the basis for their checks. These may include, but will not be limited to – Weight, Freeboards, Overhangs, Equipment, Rig and Sail Area Measurements and Sail Dimensions.



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Owners will find it helpful to know the measurement trim for which their certificate was issued, so that the same trim can be repeated for weight and measurement checks. The certificate must also include details of items such as rudder flaps if they are fitted, and record that they are part of the LWL if they extend beyond the centre line of the rudder stock (Class Rule M20).

Competitors should note that the Championship Technical Committee is there to carry out measurement checks. They are not able to re-validate a certificate, because they are not a National Authority.

### Identification on Sails

RRS Appendix G1.1 requires that every boat of a World Sailing Class, at all international events, shall carry on her mainsail the three-letter international letters from the table in Appendix G which identify her national authority, and the sail number allotted by her national authority or by her national fleet. The Class Rule does not require identification on headsails, but Appendix G 1.3 requires national letters and numbers on the front of spinnakers, and they may be placed on both sides.

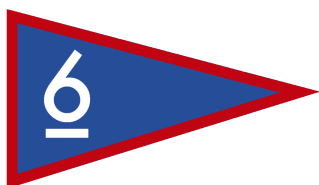
The national letters and sail number must match the details on the certificate. There is no provision in RRS or in the Class Rule to allow a boat to sail with a different national designation or sail number.

### Visibility of Sail Numbers

A significant change was made in the 2021-2024 edition of RRS which has been continued in the 2025 – 2028 edition. RRS Appendix G1.2 now says that ‘the letters and numbers identifying the boat shall be ‘clearly legible when the sail is set’.

There are no specific rules on what colours should be used, so it is up to the Race Committee to decide if the numbers meet the requirement to be ‘clearly legible’. Experience shows that dark numbers such as blue or red numbers on a dark sail can be difficult to see when they reflect the sunlight and light coloured or white numbers on a light-coloured or grey sail can also be difficult to see. It is likely that neither would pass the visibility test. White numbers on a dark sail or black numbers on a light-coloured sail may be a safer option.

Note that RRS G4 says that when a protest committee finds that a boat has broken a rule of Appendix G, it may either warn competitors and give them time to comply, or penalise them. It may be very inconvenient for you to have to change your sail numbers during the event.



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### Security of Measurement Marks

Part of the International Six Metre Class Rule requires a number of measurement marks to be displayed on the hull. The wording of Measurement Instruction M10 says that 'The marks shall ..... be of durable plastic or metal and shall be permanently fixed to the hull'. If you use a piece of sticky-backed plastic and it falls off during the regatta, this does not meet the requirement of being 'permanently fixed'.

Note also that the Class Rule specifies the size of the marks. In particular the immersion mark must be in the shape of an isosceles (45°) right-angled triangle with the hypotenuse uppermost and the right-angle pointing downward, measuring 50mm in the vertical plane and 100mm in the horizontal plane.

There are two reasons why it is important that measurement marks are in place, and they are the right size:

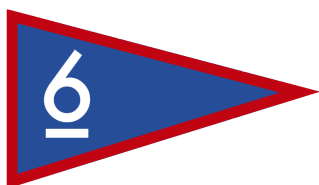
1. If they are not present, the boat does not comply with RRS 78.1
2. Class Rule 20 – Immersion requires:  
"The top of the triangular side marks shall not be immersed when the yacht is on a level keel in racing trim with all persons and additional equipment not specified for purposes of measurement on board. Re-checking this requirement may be requested at any time."

### Corinthian Prizes

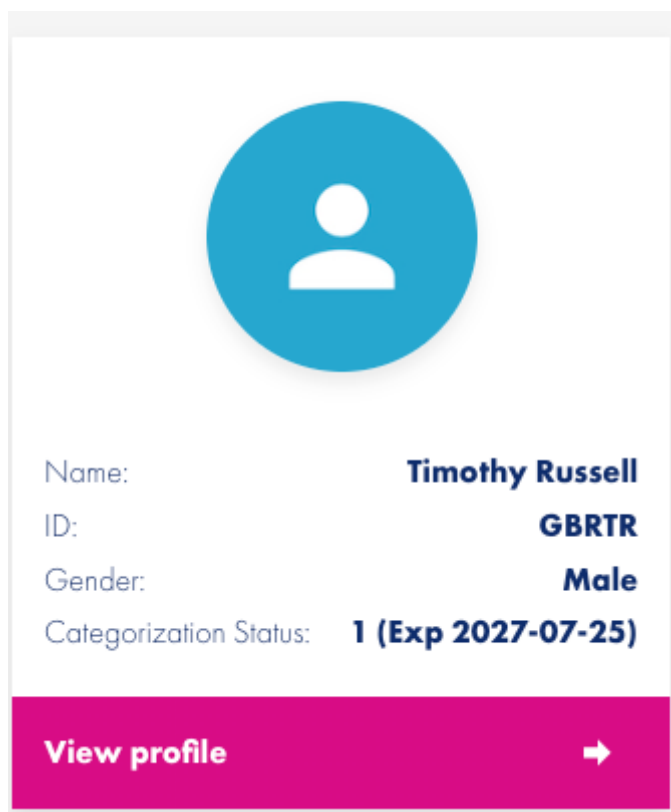
The Organising Authority intends to offer a Corinthian Prize in each division. In order to qualify as a Corinthian entry a boat shall sail with no more than one professional sailor on board, who shall not steer the boat. In addition, to demonstrate Corinthian status, each amateur crew member shall be required to produce evidence of current World Sailing Category 1 status which shall remain valid for the duration of the championship. Crew members without a valid World Sailing Categorisation shall be treated as Category 3. Competitors are reminded that they will have to produce evidence of the World Sailing categorisation status for each amateur member of the crew.

### Demonstrating Corinthian Status

The only acceptable way to prove the amateur status of all but one member of the crew to qualify for one of the Corinthian prizes awarded in each division is to apply for World Sailing categorisation and demonstrate that they hold Category 1 status. The championship organisers will check each entrant's status by examining the World Sailing records using each person's sailor ID. They will need to see a result that looks like this on the screen:



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Members are warned that recently the World Sailing system for applying for, or renewing, categorisation has not been running smoothly. A recent question about the system produced the reply: "Due to a technical issue with our system, we are currently processing categorisation applications manually." Members having difficulty with the categorization system should contact: [categorization@sailing.org](mailto:categorization@sailing.org) Note that in this e-mail address the spelling of categorization uses 'z' rather than 's'.

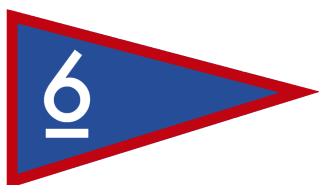
Do not leave it too late if you need to apply for categorisation or renew your status.

### Advertising

Competitors are reminded of the restrictions in Class Rule 30, which limits competitor advertising to the following areas:

- On spinnaker
- On the transom of the yacht
- On flags hoisted on the forestay when moored.

In addition, yachts may not be named with an Advertising name.



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### Hiking

In an event where a number of crews may be unfamiliar with the class, owners may find it useful to remind their crews of Class Rule 35:

“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.”