

ISMA Technical Committee  
Report to the AGM  
July 20, 2014  
David Pedrick, Chairman

Given the important focus of ISMA's general business at this AGM and late submission of this Technical Committee report, it will focus on the highest priority subjects, only.

1. Immersion Allowance for Classics - Appendix A permits up to a 50 mm allowance for additional immersion of qualifying Classic division yachts, meant to absorb the effect of increased weight due to uptake of water in the timber, as well as other weight growth over time. This was introduced in 2007, and a review of how it was working was requested at the 2012 AGM. The Technical Committee has subsequently obtained data and listened to opinions about this allowance among owners and others having an interest in the Classic fleet. Based on results in the Class's major regattas, it's apparent that the opportunity for its exploitation is limited. The general consensus is that there does not appear to be a competitive problem in its use.

As reported to the 2013 AGM, the most competitive Classic yachts at the World Championship regatta tended to have an added immersion above the bottom of the measurement triangles of about 10 mm +/- a few. This amount seems to accommodate the needs of well-kept, competitive Sixes. The deepest Classic sixes measured in 2013 were in the order of 25 mm deep, and tended to be less competitive. The full amount of 50 mm is permissive for yachts that are much heavier than their original design, so that their certificate may be accepted at regattas, although with a nearly certain performance disadvantage.

This allowance is offered to Sixes of original construction or that are faithfully re-constructed as a proper restoration. Replicas are considered as new yachts that are ineligible for the 50 mm allowance. See also this AGM's report of the Classics Committee on this subject.

The existing 50 mm Classic Immersion Allowance per Appendix A appears to be serving the fleet satisfactorily. It is recommended to keep it unchanged for the foreseeable future.

2. Restorations and Replicas - The Classics Committee has been applying Replica Rules that were enacted at the 2000 AGM in St. Tropez. Please refer to the current Report of the Classics Committee on this subject. From a measurement and rating perspective, the distinction between a replica and a restoration is primarily significant as to eligibility for the Classic Immersion Allowance. This seems to be working satisfactorily in the fleet.

The current limitation of permitting only a single replica to be made of a Six that is proven to no longer exist is for ISMA's owners to consider. Some opinions to the contrary have been heard. This subject is not in the purview of the Technical Committee.

3. Requirements for Certificate Revalidation - It was recommended at the 2013 AGM that Rule 32, Weighing Yachts, be amended to require a Class Measurer to perform a successful, simultaneous freeboard measurement and weighing procedure as a condition of Certificate revalidation. Rule 32 presently only requires weighing prior to the yacht's first certificate. A controlled re-weighing once every four years is considered to be prudent frequency to assure that reasonable tolerances of flotation and weight for each certificated yacht are maintained over time,

Weighing would be according to a Class protocol regarding scale precision and

procedure. This requirement should be consolidated with Measurement Instruction M25, which now calls for weighing as directed by the National Authority. Instead, to obtain acceptable international consistency, "National Authority" should be replaced by the International Six Metre Association.

A protocol for practical standards to apply in the revalidation of hull measurements at the time of Certificate renewal should also be developed. The minimum intent is to verify that all measurement locations have their required marks installed, and that they are in their correct fore-and-aft locations as stated in the Rating Certificate.

The Technical Committee requests authorization to develop the associated rules and protocols for Certificate Revalidation, to be presented for a vote for adoption at the 2015 AGM.

4. PBO Rigging - An inquiry about using PBO for standing rigging material was presented to the Technical Committee during the spring. Although the specific inquiry was made in connection with a Classic Six, the Committee has reviewed it as a generic matter for the Class. Rating Rule 33, Exotic Materials - limits rigging to mechanical properties of steel (or aluminum). Furthermore, "No material used shall result in any advantage in respect to the saving of weight or the reduction of size of sections." It also states that no advantage is to be gained in specific strength or elastic modulus relative to material density.

PBO has a higher specific strength and modulus than the steel that it would be meant to replace. It would provide an advantage in weight and vertical center of gravity of the mast and rigging. Therefore, it is not a permitted material for standing rigging under Rating Rule 33.

Note that Rule 33 specifically permits only spinnaker poles and tiller extensions to be made of any material.

5. General Guidelines to Owners in Meeting the Requirements of Rating Certificates and Regatta Measurement Controls - Last year's Technical Committee Report described several areas of Owner's responsibilities for measurement marks and certificates that tend to be inadequately maintained. The specifics within the Class's Rating Rule and Measurement Instructions are challenging for laymen to realize and understand. Owners would be served well by offering simplified, concise guidelines in laymen's language about things that they need to know. Members of the Technical Committee have expressed interest in drafting simplified protocols for these, as well as for improving preparations and quality control of pre-regatta checks. Progress in these by the Committee is anticipated during the next year.

Respectfully submitted,  
David Pedrick  
Chairman, ISMA Technical Committee