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1 GENERAL

1.1 General

1.1.1 Abbreviations

ERS World Sailing Equipment Rules of Sailing

MYA Model Yachting Association

RRS World Sailing Racing Rules of Sailing

WS World Sailing

1.1.2 The **class rules** for the MYA Six Metre Class are **open class rules** where anything not specifically prohibited by the **class rules** is permitted. Individual rules may require, limit, or prohibit as necessary.

1.1.3 **Certification control** and **equipment inspection** at an event shall be carried out in accordance with the ERS except that the following ERS rules shall not apply:

(a) B.1.2 Mast Lower Limit Mark.

(b) B.1.3 Boom Outer Limit Mark.

(c) B.2 HEADSAIL BOOMS.

1.1.4 (a) One competitor only shall control the **boat**.

(b) The competitor shall not be substituted during an event.

1.1.5 The **boat** may display only such advertising as permitted by the WS Advertising Code.

1.1.6 The intention of these **class rules** is to give the designer and builder the freedom in design and construction to build and produce a **boat** which rates no greater than 833 mm calculated by the following formula

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

where

L is the length given in 2.4.1

d is the girth difference given in 2.7.1

F is the freeboard given in 2.8.1

S is the measured **sail** area given in 5.7.1

Draft and Tumblehome Penalties are as given in 2.9 and 2.10.

1.2 Language

1.2.1 The word "shall" is mandatory and the word "may" is permissive.

1.2.2 Except where used in headings, when a term is printed in "**bold**" the definition in the ERS applies, when a term is printed in "*italics*" the definition in the RRS applies, and when a term is printed "underlined" or in CAPITALS the definition in these **class rules** applies.

1.3 Materials

1.3.1 Except for remote control equipment, material of higher density than lead (11,340 kg/m³) is prohibited.

1.4 Units of Measurement

1.4.1 Unless specified to a different number of decimal places, measurements made to establish the rating and calculated values shall be taken and recorded as follows:

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

1.4.2 Maximum and minimum values of linear and weight limitations in the **class rules** or **certificate** shall be taken as absolute limiting values.

Measurements relating to such measurements shall not be rounded before comparison.

1.5 Limitations

1.5.1 Except as in 1.5.2, alterations, replacements or repairs to the **boat**, except for **sails**, shall be made in accordance with these **class rules** and shall be checked by a class measurer for compliance with the **certificate** in cases where the rating may be affected or where such items are required to be **certified**.

1.5.2 Except as in 1.5.3, the **hull** and its **hull appendages**, whether original or altered, shall either comply with:

- the **class rules** in force when the **boat** was first **certified**, or
- the **class rules** in force when the most recent **certificate** was issued, or
- these **class rules**.

1.5.3 On a **boat**:

- the **rig** (see Section 4),
- the **sails** (see Section 5),
- equipment (see Section 6),
- measurement **limit marks** (see 2.11 and 4.4), and
- the forward 13 mm of the **hull** (see 2.2.9)

shall comply with these **class rules**.

1.5.4 When subject to **equipment inspection** at an event:

- the **boat**, **rig**, and **sail** measurements shall comply with the **certificate**,
- boat** weight in MEASUREMENT TRIM shall be no more than 0.1 kg larger or smaller than the **certificated boat** weight, and
- larger **rig** and **sail** measurements are not permitted even if they would comply with the restrictions in the **class rules**.

1.6 Boat Eligibility

1.6.1 For a **boat** to be eligible for *racing*, it shall:

- be in compliance with the **class rules** and
- have a valid **certificate**.

2 HULL

2.1 Definitions and Abbreviations

- 2.1.1 WATERPLANE is the plane of the water surface remote from the **hull**.
- 2.1.2 PROFILE is the side view of the **hull** viewed as if from infinity.
- 2.1.3 FORWARD WATERLINE ENDING is the point at which the forward PROFILE cuts the WATERPLANE.
- 2.1.4 AFT WATERLINE ENDING is the point at which the aft PROFILE cuts the WATERPLANE.
- 2.1.5 LWL, the waterline length, is the length between the FORWARD and AFT WATERLINE ENDINGS of the **hull**.
- 2.1.6 BOW STATION is the vertical transverse plane through the **hull** where the bow PROFILE is 13 mm above the WATERPLANE.
- 2.1.7 STERN STATION 1 is the vertical transverse plane through the **hull** where the stern PROFILE is 13 mm above the WATERPLANE.
- 2.1.8 STERN STATION 2 is the vertical transverse plane through the **hull** where the stern PROFILE is 25 mm above the WATERPLANE.
- 2.1.9 GIRTH STATION is the vertical transverse plane through the **hull** at 0.55 of the LWL from the FORWARD WATERLINE ENDING.
- 2.1.10 DISPLACEMENT is the weight of the **boat** in kilograms multiplied by 1,000,000.
- 2.1.11 DECK EDGE at any section is taken as the lowest point of contact between the **hull** and a straight edge at 30 degrees to the horizontal (see diagram).
- 2.1.12 SHEERLINE is the DECK EDGE seen in profile.
- 2.1.13 FREEBOARD MEASUREMENT POINTS are the DECK EDGES at the BOW STATION, GIRTH STATION, and STERN STATION 1.
- 2.1.14 EXTREME BEAM is the maximum beam of the **hull** measured horizontally in any transverse plane.
- 2.1.15 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 shall be behind the **mast**.
- 2.1.16 MEASUREMENT TRIM is when the **boat** is in sailing trim,
 - (a) with no **sails**,
 - (b) with the **mast** as vertical in the fore and aft plane as possible,

- (c) with a 100g weight placed with its centre of gravity on the centreline and at the forward edge of the **mast deck limit mark**,
- (d) with the heaviest **headsail boom**, and
- (e) with slack **rigging**.

2.2 Hull

- 2.2.1 The afterbody shall be so shaped that a chain girth measurement can be taken at STERN STATION 2.
- 2.2.2 STERN STATION 2 shall not be less than 26 mm aft of STERN STATION 1.
- 2.2.3 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.
- 2.2.4 There shall be no hollows in the surface of the **hull** between the WATERPLANE and the SHEERLINE except as follows:
 - (a) in the PROFILE of the stern forward of STERN STATION 1,
 - (b) hollows immediately resulting from the hollows permitted by 2.2.4(a) which shall
 - i) fall within the buttock lines 32 mm from the fore and aft centre plane and
 - ii) fall below the intersection of STERN STATION 1 and the PROFILE (see diagram),
 - (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 2.2.4(c), and
 - (e) hollows which do not exceed 1 mm in depth when checked with a straight edge 300 mm long.
- 2.2.5 Concavity in the PROFILE of the bow above 10 mm below the WATERPLANE shall be bridged to establish the FORWARD WATERLINE ENDING.
- 2.2.6 No underwater part of the **hull** shall project forward of the FORWARD WATERLINE ENDING.
- 2.2.7 Except as in 2.2.8, the camber of the deck between the DECK EDGES in any transverse section shall not exceed 13 mm.
- 2.2.8 Hatch covers allowing access to control gear, control gear containers with their lids, cabins, coach roofs, and **fittings**, shall be ignored when measuring the camber of the deck.
- 2.2.9 The forward 13 mm of the **hull** shall be made of elastomeric material.

2.3 Flotation and FORWARD and AFT WATERLINE ENDINGS

- 2.3.1 The FORWARD and AFT WATERLINE ENDINGS shall be established with the **boat** floating in fresh water in MEASUREMENT TRIM.
- 2.3.2 All other **hull** measurements shall be taken with the boat in MEASUREMENT TRIM.

2.4 Hull Measurements for the Formula

- 2.4.1 L is the length between the BOW STATION and the STERN STATION 1 PLUS the Bow Tax (see 2.4.2) PLUS the Stern Tax (see 2.4.3 and 2.4.4) PLUS the Displacement Penalty (see 2.5.1) PLUS the Beam Penalty (see 2.6.1).
- 2.4.2 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 through the centreline at the BOW STATION, and 84 mm. The minimum girth difference at this station for use in calculation of the rating shall be 25 mm.
- 2.4.3 The Stern Tax is one third of the difference between the chain girth, from DECK EDGE to DECK EDGE through the centreline at STERN STATION 1, and the sum of the vertical heights of the **hull** to the DECK EDGES at this station. The minimum girth difference at this station for use in calculation of the rating shall be 83 mm.
- 2.4.4 If the difference between the chain girth, from DECK EDGE to DECK EDGE through the centreline 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.

2.5 Displacement Penalty (added to length L)

- 2.5.1 When LWL is greater than $5 \times (\sqrt[3]{D} - 21)$, where D is the DISPLACEMENT of the **boat**, the difference between LWL and the calculated figure shall be doubled for this penalty.

2.6 Beam Penalty (added to the length L)

- 2.6.1 Should the beam, measured in the horizontal plane one third of the height of the girth station freeboard above the WATERPLANE at the GIRTH STATION, be less than 254 mm then the deficiency shall be multiplied by four for this penalty.

2.7 Girth Difference

- 2.7.1 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 WATERPLANE.

2.8 Freeboard

- 2.8.1 The freeboard, F, is the sum of the average heights of the FREEBOARD MEASUREMENT POINTS above the **WATERPLANE** at each station, divided by three. The maximum freeboard, F, for use in the formula is 101 mm.

2.9 Draft Penalty

- 2.9.1 The maximum **draft** without penalty is $0.16 \text{ LWL} + 69 \text{ mm}$. Three times any excess shall be included in the rating.

2.10 Tumblehome Penalty

- 2.10.1 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.

2.11 Deck Limit Marks

- 2.11.1 Deck **limit marks** shall be of uniform width between 2 and 6 mm wide and a minimum of 10 mm in length.
- 2.11.2 The **mast** deck **limit mark** shall be placed with its forward edge at the foreside of the **mast spar**.
- 2.11.3 The foretriangle base **limit mark** shall be placed on the deck across the centreline.
- 2.11.4 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**.

2.12 Identification Marks

- 2.12.1 The **hull** registration number shall be displayed on the external surface of the hull clearly and legibly with a minimum height of 25 mm.
- 2.12.2 The **hull** registration number shall be engraved in, bonded in, or moulded into, a non-removable part of the **hull** or deck in an easily visible location.

3 APPENDAGES

3.1 General

- 3.1.1 More than two **hull appendages** capable of movement in relation to the **hull** are prohibited.
- 3.1.2 **Centreboards** and similar contrivances are prohibited.
- 3.1.3 The beam measured at any point more than 104 mm below the WATERPLANE shall not exceed 250 mm.
- 3.1.4 If fitted, winglets shall be incapable of being retracted and/or adjusted in trim while *racing*.
- 3.1.5 Any **hull appendage** extending outboard of the AFT WATERLINE ENDING shall not exceed 13 mm in width and no part of the **hull appendage** shall cut the WATERPLANE outboard of the AFT WATERLINE ENDING.

4 RIG

4.1 General

- 4.1.1 Spar is defined as: the main structural part(s) of the **rig** to which **sails** are **connected**, excluding **fittings**, **rigging**, and **corrector weights**.

- 4.1.2 The **rig** is limited to: the **mast, running rigging, standing rigging, main boom, headsail boom** if used, **headsail luff spar** if used, one **mainsail**, one **headsail**, and any associated **fittings** and equipment.
- 4.1.3 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**.
- 4.1.4 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 Fittings

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

4.3 Mast

- 4.3.1 Rotating **masts** and **masts** with rotating fairings are prohibited.
- 4.3.2 **Mast spar** curvature measured in the foreside of the **spar** between the **upper limit mark** and the **spar** at deck level shall not exceed 10 mm.
- 4.3.3 The measured position of the **mast** is taken from the DECK DATUM POINT to the **mast deck limit mark**.
- 4.3.4 The **mast** may be moved no more than 13 mm from the **certificate** position without the **boat** requiring re-**certification**.

4.4 Rig Limit Marks

- 4.4.1 The **limit marks** shall be of uniform width between 2 mm and 6 mm.
- 4.4.2 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.
- 4.4.3 The foretriangle height **limit mark** shall be placed with its lower edge no higher than 1355 mm above the central **mast deck limit mark** on the **boat's** centreline.
- 4.4.4 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.
- 4.4.5 The **main boom outer limit mark** shall be placed on the **boom spar** distance B from the aft side of the **mast spar** at the **mast lower limit mark**.

4.5 Main Boom

- 4.5.1 The maximum dimension of the **boom spar** cross section shall not exceed the maximum dimension of the **mast spar** cross section between the **lower limit mark** and **upper limit mark**.
- 4.5.2 The depth of the **boom spar** at any point shall not exceed twice its maximum width.
- 4.5.3 **Boom spar** curvature in the upper edge of the **boom spar** measured between the fore end of the **spar** and the **main boom outer limit mark** shall not exceed 5 mm.

5 SAILS

5.1 Sail Plan

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

5.2 General

- 5.2.1 Except where varied herein, **sails** shall be **soft sails** and measured in accordance with the current ERS.

5.3 Certification

- 5.3.1 A **certification measurer** shall **certify sails** and mark with the date of **certification control**.
- 5.3.2 Battens need not be removed from **sails** during **certification**.
- 5.3.3 Except for a **mainsail** headboard, corner boards are prohibited.
- 5.3.4 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**.
- 5.3.5 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.
- 5.3.6 Hollows in the **leech** and/or **luff** shall be bridged using the method described in the ERS H.5.2.
- 5.3.7 ERS G.4.1 is changed by adding the following:
Alternatively the **clew point** may be defined by a mark on the **sail edge** or by lines which when projected intersect at the required point.
- 5.3.8 ERS G.4.3 is changed by adding the following:
Alternatively the **tack point** may be defined by a mark on the **sail edge** or by lines which when projected intersect at the required point.
- 5.3.9 ERS G.5.6 is changed by adding the following:
Alternatively the **aft head point** may be defined by a mark on the **sail edge** or by lines which when projected intersect at the required point.

5.4 Mainsails

- 5.4.1 The **mainsail** shall be bounded by the **luff**, **foot** and **leech**.
- 5.4.2 Except as permitted in 5.4.3 **double luff mainsails** are prohibited.
- 5.4.3 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.
- 5.4.4 **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.
- 5.4.5 Battens at more than four positions are prohibited.
- 5.4.6 The size of battens shall not exceed the following:
- | | |
|---------------|-----------------------------|
| Upper batten | 167 mm length × 25 mm width |
| Other battens | 205 mm length × 25 mm width |
- 5.4.7 Variation in the following measurements: between **clew point** and adjacent batten, between batten and adjacent batten, between **head point** and adjacent batten, shall not exceed 40 mm.
- 5.4.8 The **leech**
between the **clew point** and the adjacent batten projected to the **leech** if necessary,
between the **aft head point** and the upper batten projected to the **leech** if necessary,
shall not project more than 25 mm from a straight line between these points, as shown in the diagram.
- 5.4.9 For the purposes of 5.4.7 and 5.4.8, a **leech** with no battens shall have markers representing **stiffening**.
- 5.4.10 **Stiffening** at the **head** is not considered to be part of the **mainsail** and it shall not exceed 22 mm wide by 22 mm high.
- 5.4.11 The **foot** shall not project more than 25 mm below a straight line joining the **tack point** and the **clew point**.
- 5.4.12 The **aft head point** shall not extend more than 22 mm aft of the **head point**.
- 5.4.13 The **head point** shall not extend above the lower edge of the **upper limit mark**.
- 5.4.14 The **tack point** shall not extend below the upper edge of the **lower limit mark**.
- 5.4.15 The **clew point** shall not extend aft of the forward edge of the **main boom outer limit mark**.

5.5 Headsails

- 5.5.1 The width, measured from the **half luff point** to the nearest point on the **leech**, shall not exceed $0.5 J + 50$ mm.
- 5.5.2 Battens at more than three positions is prohibited.
- 5.5.3 The size of battens shall not exceed 100 mm length × 25 mm width.
- 5.5.4 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**.
- 5.5.5 The **clew** shall be attached to the **headsail boom spar**.

5.6 Identification Marks

- 5.6.1 **Sails certified** after December 31st 2007 shall carry identification marks in accordance with the MYA Supplementary Class Rules.
- 5.6.2 Other **sails** shall comply with the sail marks rules relevant to the class at the time of their **certification** or with the MYA Supplementary Class Rules.
- 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 Measured Sail Area for the Formula - S

- 5.7.1 The measured **sail** area for the Rating 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 largest distance between the aft side of the **mast spar** at the lower **limit mark** and the forward edge of the **main boom outer limit mark**.
- I Foretriangle Height, is the distance along the foreside of the **mast** between the deck and the lower edge of the foretriangle height **limit mark**.
- J Foretriangle Base, is the distance between the forward edge of **mast deck limit mark** and the aft edge of the foretriangle base **limit mark**.

6 EQUIPMENT

6.1 Replacements and Alternatives

- 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 race with the **mast**, **main boom**, **appendages**, control gear, and **ballast** as **certified**.

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 certified** by a **certification measurer**.

6.2 Prohibited Equipment

6.2.1 The following are prohibited while *racing*:

- (a) except where achieved by mechanical systems, automated control of **rig** and/or **sails**,
- (b) except where achieved by mechanical systems, automated steering and/or navigation,
- (c) on board camera(s),
- (d) the use of pictures from any source, and
- (e) 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**.

7 ADMINISTRATION

7.1 Authority

7.1.1 The authority of this class is the MYA.

7.2 Class Rules Amendments and Interpretations

7.2.1 Except with prior approval of the MYA Racing Officer these **class rules** shall not be varied by sailing instructions.

7.2.2 **Class rule** changes and interpretations shall be made in accordance with the current MYA Class Owner Group Framework.

7.3 To obtain a Certificate

7.3.1 The builder or the owner shall apply to the class registrar for a **hull** registration number.

7.3.2 No more than one **boat** shall have the same **hull** registration number.

7.3.3 The class measurer shall use the MYA 6M Measurement software to record the measurements and details of the **boat** and owner.

7.3.4 The Certification Control Forms shall be produced on a computer as in 7.3.3, completed, printed, and signed by the class measurer and owner.

7.3.5 The Certification Control Form as in 7.3.4 shall be scanned by the class measurer and used to produce a jpeg or other convenient file format.

7.3.6 The scanned electronic file as in 7.3.5, shall be sent by email to the registrar by the class measurer.

7.4 Validity of Certificates

7.4.1 A **boat's certificate** shall remain valid provided that replacements, alterations and/or repairs to the **boat**, comply with the **class rules** and its **certificate**.

7.4.2 A **boat's certificate** becomes invalid upon:

- (a) a change of ownership,
- (b) withdrawal by the MYA, or
- (c) the issue of another **certificate**.

7.5 Change of Ownership

7.5.1 Change of ownership invalidates the **certificate**, but shall not necessitate re-**certification**. The new owner shall complete and sign the section of the bottom of the invalidated **certificate** and send it to the registrar, preferably scanned and sent by email.

7.5.2 A new **certificate** may then be issued to the new owner.

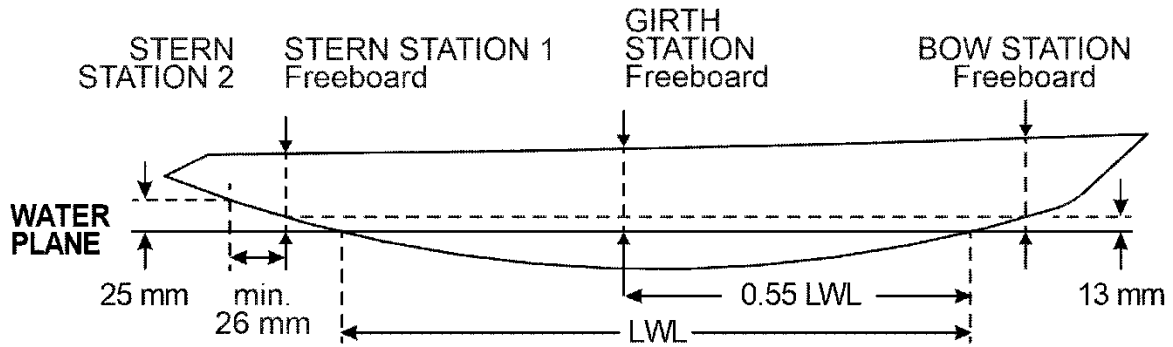
Replaces previous version dated 2017-05-29 and interim changes made in 2025

Balloted with owners – April 2025

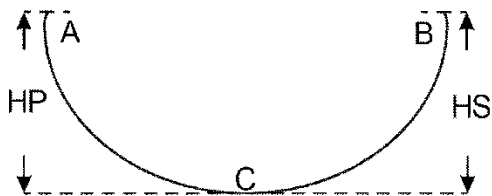
Ratified by MYA Council – 1st July 2025

Effective – 1st October 2025

Word spar added to 4.4.5 August 2025

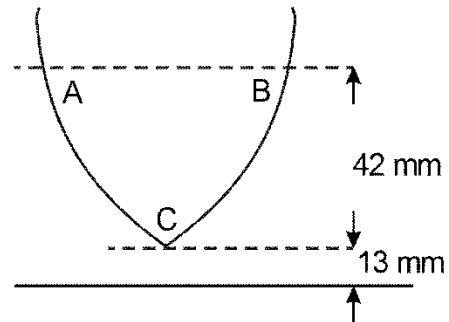


Stern Girth
see 2.4.3 & 2.4.4



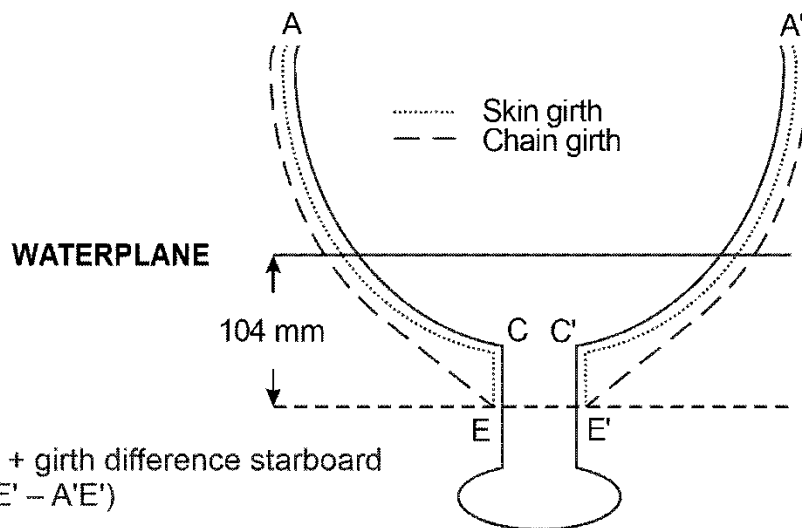
Girth (ACB) through stern stations
to DECK EDGES
C is 13mm above WATERPLANE for SS1
C is 25mm above WATERPLANE for SS2
HP = Vertical height port
HS = Vertical height starboard

Bow Girth
see 2.4.2



Girth (ACB) at BOW STATION
to points A and B 42 mm
above the lower profile

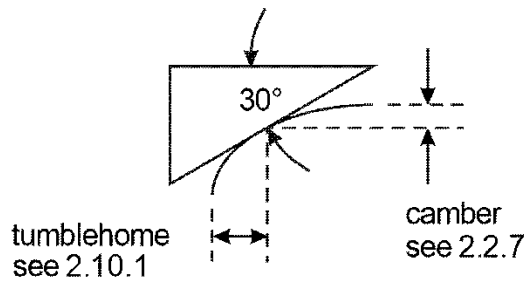
Girth Difference (d)
see 2.7.1



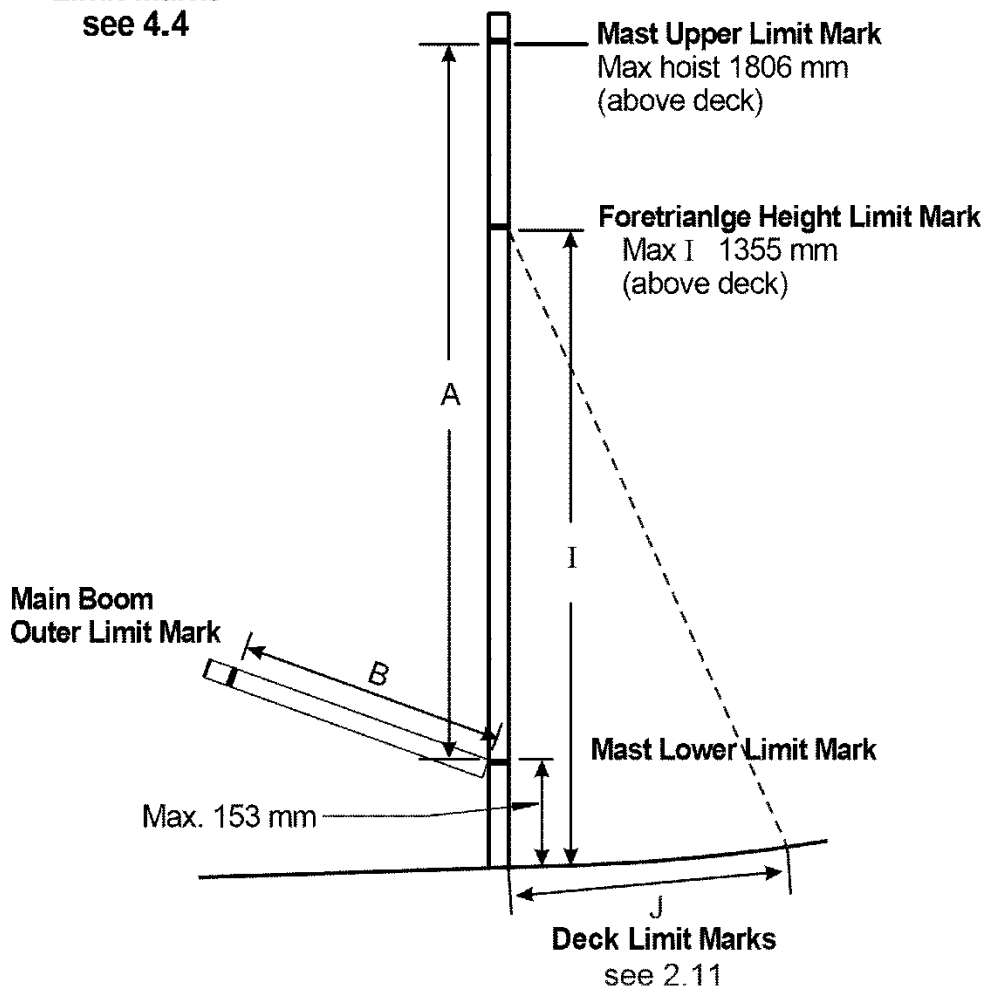
$$d = \text{girth difference port} + \text{girth difference starboard}$$

$$d = (ACE - AE) + (A'C'E' - A'E')$$

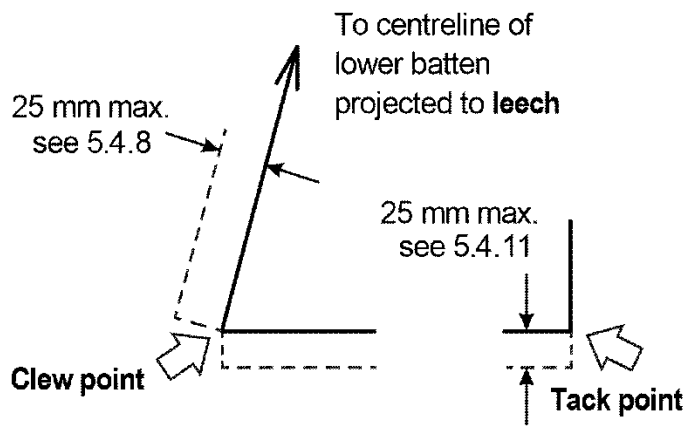
Deck edge
see 2.1.11



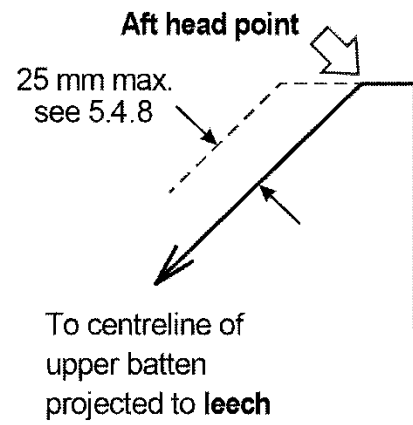
Limit Marks
see 4.4



Limit of leech and foot round at clew and tack point



Limit of leech at aft head point



Mainsail widths see 5.4.4

