

STATEMENT OF ANDREW C DOVELL  
IN REGARD TO THE VALIDITY OF THE 1998 IMS  
CERTIFICATION FOR THE YACHT *NAIAD*.

Issued February 7, 2000

1.0 Introduction

- 1.1 During the process of reviewing the 1998 Sydney to Hobart race and the several incidents of severe knockdowns and or full inversions I reviewed the IMS certificates for all of the yachts involved that carried one. *Naiad* was one of these yachts.
- 1.2 On reviewing the certificate for this yacht it was my suspicion that the displacement and righting moment combination was inconsistent for a boat of this type. This suspicion was based on my experience with very similar boats on which I had consulted in regard to IMS ratings.
- 1.3 It is important to establish if the data on the *Naiad*'s 15 October 1998 IMS certificate was correct or not so that the inferences drawn from their experience in the 1998 Sydney to Hobart race are referenced to an accurate starting point. If the data was incorrect it is important to establish what the relevant parameters for the yacht were at the time of the incident so that any research is referenced to an accurate data point.

2.0 Displacement – Righting Moment Relationship

- 2.1 For a given yacht there is a set relationship between displacement and righting moment, (and similarly between displacement and limit of positive stability), when the only variable is the quantity of internal ballast carried.