



# INTERNATIONAL MAXI ASSOCIATION (IMA)

## 2011 CLASS RULES



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# INTRODUCTION

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*The maxi class association was formed on 7th August 1979 in Geneve, Switzerland.*

## *Founder Members*

*François Carn*

*Raul Gardini*

*John B. Kilroy*

*Edmond de Rothschild*

*William Whitehouse-Vaux*

*The Association was initially named ICAYA (International Class “A” Yacht Association)*

*In March 2001, after the abolishment of the Class A and the IOR classification, the name was changed into International Maxi Association (I.M.A.).*

*At the 2009 ISAF mid year meeting the IMA was granted provisional status for the mini maxi fleet entitling the division to a recognised world championship.*

*In November 2009 the IMA was granted the rights by ISAF to hold two World Championships as an International class, one in the Maxi fleet and one in Mini Maxi fleet.*

*At the 2010 ISAF AGM .....*

*These Class Rules, approved by ISAF on .... are substituting Appendix ALFA and Appendix BRAVO to the IMA Bylaws, September 2010*

# PART I – ADMINISTRATION

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## 1.1 LANGUAGE

- 1.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- 1.1.2 The word “shall” is mandatory and the word “may” is permissive.
- 1.1.3 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

## 1.2 ABBREVIATIONS

- 1.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- IMA International Maxi Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- OSR Offshore Special Regulations
- IRC IRC International Rating System
- ATO Association Technical Office
- ORC Offshore Racing Congress

## 1.3 AUTHORITIES

- 1.3.1 The international authority of the class is the ISAF which shall co-operate with the IMA in all matters concerning these **class rules**.
- 1.3.2 The international authority of the rating system is that of the IRC Rating Authority and that of the ORC Authority, according to decision by the Class for each event and for each category, as specified in the N.o.R..

## 1.4 ADMINISTRATION OF THE CLASS

- 1.4.1 ISAF has delegated its administrative functions of the class to IMA.
- 1.4.2 Responsibility for IRC Rating System remains with IRC Rating Authority.

## 1.5 CLASS RULES CHANGES

- 1.5.1 At all events – see RRS 89.1.d) – ISAF Regulation 26.5(f) applies.

## 1.6 CLASS RULES AMENDMENTS

- 1.6.1 Amendments to these **class rules** are subject to the approval of the ISAF in accordance with the ISAF Regulations.
- 1.6.2 A NOR may require additional safety equipment beyond the minimum defined in these rules by way of invoking the OSR.

## 1.7 CLASS RULES INTERPRETATION

- 1.7.1 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations.

## **1.8 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE**

- 1.8.1 The IMA shall pay the International Class Fee.
- 1.8.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF Building Plaque to the IMA ATO and the IMA shall send a measurement application to the Owner or Owner's representative.

## **1.9 SAIL NUMBERS**

- 1.9.1 Sail numbers shall be issued by the Owner's MNA.

## **1.10 BOAT CERTIFICATION**

- 1.10.1 A IMA Class certificate shall record the following information:
  - (a) Class
  - (b) Sail number
  - (c) Owner
  - (d) Builder/Manufacturers details
  - (e) Date of issue of initial certificate
  - (f) Date of issue of certificate
  - (g) IRC Certificate Number
  - (h) IRC Rating
  - (i) Amendments Since Previous
  - (j) Dispensation to the Offshore Special Regulations
  - (k) History/Notes
  - (l) ISAF Plaque Number
- 1.10.2 A copy of the boats IRC certificate shall be attached to the boats certificate

## **1.11 BOAT CERTIFICATION CONTROL**

- 1.11.1 For a IMA class certificate to be issued to boat not previously certified:
  - (a) Certification control shall be carried out by an official measurer who shall complete the appropriate documentation.
  - (b) The documentation and IMA class certification fee shall be sent to the IMA and the IMA may endorse the rating certificate.

## **1.12 VALIDITY OF CERTIFICATE**

- 1.12.1 A IMA class certificate becomes invalid upon:
  - (a) the change to any items recorded on the boat certificate and the rating certificate required under 1.11.
  - (b) withdrawal by the IMA (The ISAF or IRC Rating Authority may request the IMA to withdraw the certificate)
  - (c) the issue of a new certificate

## **1.13 BOAT RE-CERTIFICATION**

- 1.13.1 The certification authority (IMA) may issue a certificate to a previously certified boat:

- (a) when it is invalidated under 1.12.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required.
- (b) when it is invalidated under 1.12.1 (b), at its discretion.
- (c) in other cases, by application of the procedure in 1.11.

#### **1.14 RETENTION OF CERTIFICATION DOCUMENTATION**

1.14.1 The IMA Secretariat shall:

- (a) retain the original documentation upon which the current certificate is based.
- (b) retain a copy of the IRC Rating Certificate and other Rating Certificates
- (c) retain a copy of the IMA endorsed certificate

1.14.2 The Owner shall retain the original Rating Certificates

# ART II – REQUIREMENTS AND LIMITATIONS

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The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section III shall prevail.

The rules in Part II are **closed class rules** (if it is not permitted it is prohibited). Certification control and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

## 2.1 GENERAL

### 2.1.1 RULES

- (a) Racing Rules of Sailing.
- (b) The ERS Part I – Use of Equipment shall apply.
- (c) OSR Category 3 except as changed in class rule 2.6.
- (d) IRC or ORC Rating Rule except as varied herein

## 2.2 CREW

Whilst racing under these rules the ISAF Sailor Classification Code, Regulation 22, shall apply. All helms requiring a classification should apply on the ISAF website [www.sailing.org](http://www.sailing.org). Crew other than helmsman set out below do not require classification.

### 2.2.1 LIMITATIONS

- (a) The **crew** shall consist of not more than the number of people stated in class rule 2.4.2.
- (b) All **crew** shall comply with the ISAF Regulation 19 - ISAF Eligibility Code.

### 2.2.2 HELMSMAN LIMITATIONS

#### 2.2.2.1 WORLD CHAMPIONSHIP EVENTS

While racing at an event designated as a World or Continental Championship, the MINI MAXI FLEET, the MAXI FLEET and the SUPERMAXI FLEET, shall be steered by one approved HELMSMAN or CHARTERER HELM and all helms shall comply with the competition criteria defined in 2.2.3.4.

The FLEETS shall be helmed by an OWNER HELMSMAN or CHARTERER HELM, except for short periods when one or more approved RELIEF

HELM, may helm to allow for drinking, eating and any other physiological need with the following restriction: maximum break of five (5) minutes per hour, but never from the preparatory signal to 30 minutes after the start signal, during maneuvers, race critical situations, mark rounding or during the last thirty minutes before the finish line. In the case of an emergency involving the safety of the boat or crew the boat may be helmed by any other member of the crew and any such incident shall be reported to the Race Committee which may protest the boat.

#### 2.2.2.2 All Other Events

For the MINI MAXI, MAXI AND SUPERMAXI FLEETS the following shall apply while racing:

(i) for W-L and short coastal races (less than 60 n.m.). Same rules as World and Continental Championship.

(ii) for long Coastal races (course greater than 60 n.m.) and offshore races: same rules as World and Continental Championship. Then after the OWNER HELMSMAN or CHARTERER HELM shall steer the boat for at least 25% of the time.

(iii) In the event that an HELMSMAN or CHARTERER HELMSMAN is unwilling or unable to steer in compliance with this rule and is replaced for any reason by a SUBSTITUTE HELMSMAN or BOAT CAPTAIN, the O.A. and the Class shall be notified in writing and the following penalties on the elapsed time shall apply:

- If helmed by the BOAT CAPTAIN: 1%
- If helmed by a SUBSTITUTE HELM (cat. 1 sailor): 2%

But only for two (2) race days for regatta and no more than three (3) days per season of the IMA race program.

In such case the OWNER HELMSMAN or CHARTERER HELM shall notify the O.A. and the Association in advance.

#### 2.2.2.3 HELMSMAN APPROVAL

A Helmsman Approval Panel shall approve all helmsmen designation in accordance with the criteria set out below.

The Panel shall comprise of the Association Secretary General, Technical Officer and one (1) member of the class executive committee appointed by the President of the IMA.

Decisions shall be by simple majority with email balloting accepted.

A list of all approved helmsmen and their designations will be published on the class association website.

Prior to rejecting any helmsman on the grounds that his ISAF Sailor classification being incorrect the Helmsman Approval Panel shall consult with the ISAF Sailor Classification Commission.

Any Owner or Charterer may request a review of the eligibility of any helmsman by the Helmsman Approval Panel. In considering such a review the Panel:

- (i) shall, if relevant, confirm eligibility under the relevant criteria; and
- (ii) shall, if relevant, consider and confirm bona fide ownership or charter; and



- (iii) may consider and use any other facts it may consider relevant; and
- (iv) shall consult with the ISAF Sailor Classification Commission where the review considers the helmsman's classification may be incorrect.

Panel decisions shall be final.

#### 2.2.2.4 HELM DESIGNATIONS

The criteria for designation are laid out below:

A OWNER HELMSMAN shall be a sailor who:

- (i) owns 100% of the boat; or
- (ii) is a Group 1 sailor who is a partial owner with a minimum 51% ownership of the boat and share of its annual operating costs; or
- (iii) is a Group 1 sailor who is an immediate relative of the owner

Approval of an Owner helmsman is valid throughout ownership provided there is no change in his circumstances that may materially alter the original application.

A SUBSTITUTE HELMSMAN is a group 1 sailor who meets the competition criteria.

Approval is event specific.

A CHARTERER HELM shall be:

- (i) A category 1 sailor who is chartering a maxi boat for any period or any event of the calendar, and
- (i) Meets the competition criteria
- (ii) Is a Bona-fide charter

All CHARTERER HELMS shall be approved in advance by the HELMSMAN Approval Panel (2.2.2.3.)

A RELIEF HELM is a sailor of any category

A BOAT CAPTAIN shall be a sailor who:

- (i) is the Boat Captain employed by the Owner or Charterer as of January 1st of the current year; and
- (ii) Must not be employed to race on any other boat other than that of the IMA owner; and
- (iii) meets the competition criteria

Approval is for the calendar year.

#### COMPETITION CRITERIA

The helm must not have:

- (i) been employed to helm by an America's Cup / Challenger Series team in the preceding 15 years
- (ii) been in the top 20 of the World Match Race Rankings in the preceding 15 years
- (iii) competed at the Olympics Games during the preceding 16 years
- (iv) competed in the Volvo Ocean Race for the preceding four years, except for those that have exclusively competed in in-port races only.

## **2.3 ADVERTISING**

- (a) Pursuant to ISAF Regulation 20.5.2. competitor advertising is permitted as provided in ISAF Regulation 20.

## **2.4 RULES OF SAILING**

### **2.4.1 ISAF RACING RULES OF SAILING**

- (a) RRS 50.4 is shall not apply
- (b) RRS 51 Movable Ballast is changed as follows to allow canting keels and water ballast if declared on the rating certificate
- (c) RRS 52 Manual Power is changed as follows to allow power assisted winches and rams if declared on the rating certificate

### **2.4.2 CREW LIMITS**

In alteration of the crew limits defined within the rating rule the following shall apply.

- (a) In the Mini Maxi fleet no further persons may be carried on board, except as provided by the N.o.R of each event
- (b) There is no crew limit for the yachts of the Maxi and Supermaxi Fleet.2.4.3.

### **2.4.3. SAIL LIMITATION**

Unless differently prescribed by the N.o.R., where regattas are on consecutive days, the sails carried on board need not to remain the same for the duration of the event, but sails need to remain the same for each day of racing and shall comply with the maximum numbers printed in the rating certificate.

For long costal course or offshore races the sail limitation may be indicated in the N.o.R

## **2.5 FLEETS DEFINITIONS**

2.5.1. The maxi yacht of the IMA members shall be monohull, keel sailing boats with a minimum LH of 18.29 metres.

### **2.5.2. FLEETS**

The IMA boats are divided into two basic fleets:

- i) Mini Maxi Fleet including boats with hull length not less than 18.29 metres (unless grandfathered) and not over 24.08 metres. Mini Maxi boats in the Racing category shall have a hull length of not over 21.95 metres .

- ii) Maxi and Supermaxi Fleets including boats with hull length not less than 24.09 metres

#### 2.5.2.1. MINI MAXI FLEET

The mini maxi fleet may be divided:

- racing category
- racing/cruising category

#### 2.5.2.2. MAXI FLEET

The Maxi fleet may be divided into the following categories:

- Racing maxi category (hull length of 24.09 to 30.50 metres)
- Racing/Cruising maxi category (hull length 24.09 to 30.50 metres)
- Supermaxi Fleet (with LOA over 30.50 metres and no upper limit)

2.5.2.3 Assignment of the boats to one or the other fleet and category is made by the ATO with the approval of the Officers.

2.5.2.4 To have separate scoring each category shall have a minimum of four entries for each racing event. If the minimum number is not achieved the category will be scored with another category as decided by the ATO with the approval of the officers.

#### 2.5.3. WORLD CHAMPIONSHIPS

At an event designated a World Championship the following fleet and division structure shall apply:

##### MINI MAXI FLEET

The mini maxi fleet as defined in 2.5.1. will consist of one fleet with no categories

##### MAXI FLEET

The Maxi fleet as defined in sections 2.5.2 and 2.5.3 to include all boats with a minimum hull length of 24.09 meters with no upper limit and with no categories.

## 2.6 ISAF OFFSHORE SPECIAL REGULATIONS

### 2.6.1 LIMITATIONS

- (a) Offshore Special Regulations for Race Category 3 with life raft shall apply, with the exception that for Category 3 race only jackstays on deck shall be aboard but need not be fitted at the discretion of the person in charge.
- (b) This requirement is increased to Category 1 for the Transatlantic Race
- (c) The notice of race may prescribe higher categories of the OSR or additional safety equipment

## 2.6.2 DISPENSATIONS

- (a) **Boats** may apply for a dispensation to IMA which shall be recorded on the boats certificate. Dispensations are not generally given, example of where they will be considered are as follows:
  - i) allow resolution of conflicts between the OSR and classification society rules
  - ii) amend parts of the OSR were because of the boats being over 24,08 metre some of the standards referenced are not fully appropriate
  - iii) were unique design features make alternative suggestion and conditions of use. Such as bulwarks rather than guardrails.
- (b) Dispensation will state which OSR category they may apply to.
- (c) Any dispensation shall be given in consultation with ISAF Technical Department

## 2.7 FITOUT

### 2.7.1. RADIO AND ELECTRONICS

- (a) All types of electronic navigational aid, including radar, V.O.R., satellite etc. are permitted

## PART 3 EVENT RULES.

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Part III rules must be invoked individually by the notice of race or sailing instructions. The default is these rule do not apply. The notice of race shall state that “Maxi Class rules are invoked in addition class rule 3.XYZ and 3.XYZ are also invoked” For a World or Continental championship 3.2 and 3.3 may not be invoked.

### 3.1 HELMSMAN DECLARATIONS

The Owner or the Owner’s representative shall submit a declaration to the Organizing Authority on the Helmsman Application Form in the form of “Appendix Scoring” prior to the close of registration for each event:

- (i) the name and category of each helmsman and, where necessary, their Sailor Classification, ISAF Sailor ID and expiry date; and
- (ii) the name of the Boat Captain when nominated as a Substitute helmsman; and
- (iii) whether the Owner or Charter helmsman is replaced in the regatta or the entire series by a Substitute helmsman; and
- (iv) that all the provisions of the rule are complied with.

### 3.2 SUB DIVISION

In each category the minimum number of boats to have a separate scoring shall be four (4). In the event that this minimum is not reached the categories will be scored together and the following penalties shall apply:

- (i) If Racing boats are racing with racing/cruising boats and will be scored together, the racing boat may have a penalty decided by the ATO with the approval of the Officers
- (ii) Wally boats and non racing boats racing together will be scored with no penalty other than paragraph 2.2.2.2.

### 3.3 MINI MAXI RACING DIVISION

- (i) If defined in the notice of race Mini Maxi Racing Category sailing as a separate scoring group, all paragraphs related to helmsman limitation shall not apply.
- (ii) If defined in the notice of race Mini Maxi Racing Category sailing as a separate scoring group with exception for a World or Continental Championship, and there are boats entered where the helmsman is not an OWNER HELMSMAN or CHARTERER HELM, both non-owner drivers and owner drivers shall be allowed to race in the same fleet, however there will be a separate scoring for the qualifying owner-driven boats which needs to comply with 2.2.2 (Owner Driver Category) and a joint scoring for all boats regardless of helmsman, where the helmsman does not have to comply with 2.2.2 (Open Category). In each event the main trophy shall be awarded to the winner of the Owner Driver Category and a minor trophy awarded to the winner of the Open Category.

(iii) Scoring for the Owner Driver Category per race will be such that the placement score of any non-qualifying boat will be omitted in the scoring so that all qualifying boats in the category will receive sequential scores for the race in question

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