



INTERNATIONAL
MAXI
ASSOCIATION

2012 CLASS RULES

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Introduction

This introduction only provides an informal background. The International Maxi Association Class Rules proper begin on the next page. The maxi class association was formed on 7th August 1979 in Genève, Switzerland.

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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 recognized 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 Annual Conference the ISAF Council approved the International Maxi Association as a full ISAF International Class.

These Class Rules, approved by ISAF, are substituting Appendix ALFA and Appendix BRAVO to the IMA By-laws, approved at the IMA AGM in September 2010.

PART I - ADMINISTRATION

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

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	International Rating System
ATO	Association Technical Officer
ORC	Offshore Racing Congress
ORCi	ORC international rating system

1.3 AUTHORITIES

- 1.3.1 The international authority of the class is the ISAF which shall cooperate 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 or ORC Rating Authority, according to decision by the Class for each event and for each category, as specified in the NOR.

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 the IRC and ORCi Rating Systems remains with the respective Rating Authorities.

1.5 CLASS RULES CHANGES

- 1.5.1 At all events - see RRS 87 - ISAF Regulation 10.5(f) applies.

1.6 CLASS RULES AMENDMENTS

- 1.6.1 Amendments to these class rules are subject to the approval by the IMA AGM and of 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 An 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 or ORCi Certificate Number
 - (h) IRC or ORCi 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 boat's IRC or ORCi certificate shall be attached to the boat's certificate.

1.11 BOAT CERTIFICATION CONTROL

- 1.11.1 For an IMA class certificate to be issued to a boat not previously certified:
 - (a) certification control shall be carried out by an IMA approved 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 approve the rating certificate.

1.12 VALIDITY OF CERTIFICATE

- 1.12.1 An IMA class certificate becomes invalid upon:
 - (a) a change to any items recorded on the boat certificate and the rating certificate required under 1.11.
 - (b) withdrawal by the IMA (The ISAF, IRC or ORC 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, ORCi or other Rating Certificate.
 - (c) retain a copy of the IMA approved certificate.
- 1.14.2 The Owner shall retain the original Rating Certificates.

PART II - REQUIREMENTS AND LIMITATIONS

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 ORCi Rating Rule except as varied herein.

2.2 CREW

While racing under these rules the ISAF Sailor Classification Code, Regulation 22, shall apply. All helmsmen requiring a classification should apply on the ISAF website: 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

- (i) There is no restriction on designation of helmsman in the SUPERMAXI fleet.
- (ii) While racing at an event designated as a World Championship, the MINI MAXI, and MAXI FLEETS, shall be steered by one approved HELMSMAN or CHARTER HELMSMAN and all helms shall comply with the competition criteria defined in 2.2.2.4.
- (iii) The FLEETS shall be helmed by an OWNER HELMSMAN or CHARTER HELM, except for short periods when one or more 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 manoeuvres, race critical situations, mark roundings 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. For coastal races, after 4 (four) hours, if the race is not completed, the RELIEF HELM(s) may steer the boat for 45 minutes of every hour or the equivalent but in compliance with the above restrictions.

- (iv) In exceptional cases, the owner may apply to the Organizing Authority and the Class for use of a Substitute Helm (Category 1). Each request will be reviewed by the Helmsman Approval Panel on a case by case basis. If the request is approved, the boat will be assigned a 2% penalty on rating value.

2.2.2.2 ALL OTHER EVENTS

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

- (i) For W-L and short coastal races (less than 4 hours) same rules as World Championship.
- (ii) The long coastal races (more than 4 hours) and Offshore races the OWNER HELMSMAN or CHARTER HELM shall helm from the Preparatory Signal and the first 2 (two) hours after the starting Signal. In 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. If, after 4 hours, the race is not completed, the SUBSTITUTE HELM(s) may steer the boat for 45 Minutes of every hour or the equivalent but in compliance with the above restrictions.
- (iii) In the event that a 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%

In such a case the OWNER HELMSMAN or CHARTERER HELM shall notify the O.A. and the Association in advance. When written notification is received, the Helmsman Approval Panel will deal with each request on a case by case basis. If the request is approved, the BOAT CAPTAIN and/or SUBSTITUTE HELMSMAN must also receive approval from the panel.

2.2.2.3 HELMSMAN APPROVAL

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

The Panel shall be comprised 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) An 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 and meets the competition criteria.

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

- B) A CHARTERER HELM shall be:
 - (i) a Group 1 sailor who is chartering a maxi boat for any period or any event of the calendar year, and
 - (ii) meets the competition criteria, and
 - (iii) is a bona fide charter.All CHARTERER HELMS shall be approved in advance by the Helmsman Approval Panel (2.2.2.3.)
- C) A SUBSTITUTE HELMSMAN is a group 1 sailor who meets the competition criteria. Approval is event specific.
- D) A RELIEF HELM is a sailor of any category.
- E) 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.
- F) COMPETITION CRITERIA
The helm shall 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 Olympic 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 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 number limits defined within the rating rule the following shall apply.

- (a) In the MINI MAXI in addition to the crew limitation on the rating certificate, a boat is eligible to bring on-board up to additional two bone-fide guests, who are not allowed to participate in the sailing including giving advice or coaching. Furthermore the guests shall stay inside the guardrail and behind the helmsman (ideally behind the traveller) and shall wear clothes that are distinctive from the crew.
- (b) For the MAXI and SUPERMAXI there is no crew limit.

2.4.3. SAIL LIMITATION

Unless differently prescribed by the NOR, 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 number printed in the rating certificate. For long coastal course or offshore races the sail limitation may be indicated in the NOR.

2.5 FLEET DEFINITION

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

2.5.2. FLEETS

The IMA boats are divided into three basic fleets:

- (i) MINI MAXI FLEET including boats with LH not less than 18.29 metres (unless grandfathered) and not over 24.08 metres.
- (ii) MAXI FLEET (including the Wally Class boats that meet the fleet criterion in Section 2.5.2.2) including boats with LH not less than 24.09 metres and not over 30.50 metres.
- (iii) SUPERMAXI FLEET including boats LH 30.51 metres and no upper limit.

2.5.2.1. MINI MAXI FLEET

The Mini Maxi Fleet may be divided into Racing Category and Racing/Cruising Category. The upper limit of LH for the Racing Category is 21.9456 metres (72 feet).

2.5.2.2. MAXI FLEET

The Maxi fleet may be divided into Racing Category, Racing/Cruising Category and Wally Category. All categories shall have LH between 24.09 metres and LH 30.50 metres.

2.5.2.3. SUPERMAXI FLEET

Supermaxi, from LH 30.51 metres and no upper limit.

2.5.2.4 The above limits to be confirmed or changed at the annual IMA AGM. Assignment of the boats to one or the other category is made by the ATO with the approval of the Officers.

2.5.2.5 To have separate scoring each category shall have a minimum of four (4) entries for each racing event where IMA rules apply. 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.

2.5.2.6 The above value of the minimum number of entries to be confirmed or modified at the annual AGM.

2.5.2.7 Possible penalization in the case of common scoring of two or more categories shall be fixed by the ATO with the approval of the Officers.

2.5.2.8 For IMA Championship events all competing boats, members or non members of the Association shall have a valid Rating Certificate approved by the ATO. Measurements and controls shall be made by IMA approved measurer.

2.5.2.9 To be formally registered as a competitor and to be qualified for scoring and prizes the Rating Certificate shall be approved by the ATO.

2.5.2.10 All the competing boats in a IMA Championship event shall comply with the IMA Class Rules and regulations, including the Owner/Driver Rule.

2.5.2.11 By agreement between the O.A. and IMA, the above rules shall be included in the NoR.

2.5.3. WORLD CHAMPIONSHIPS

The IMA is authorised by the ISAF to allocate two World Championship titles; these will be in either the MINI MAXI, MAXI or SUPERMAXI fleets and there will be no categories. For boats participating in World Championship, the rating certificates shall be endorsed by the Rating Authority and then approved by the ATO.

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 shall be aboard but need not be fitted on deck 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 boat's certificate. Dispensations are not generally given. Examples of where they will be considered are as follows:
 - i) to allow resolution of conflicts between the OSR and classification society rules.
 - ii) to amend parts of the OSR because for the boats over 24.08 metres some of the standards referenced are not fully appropriate .
 - iii) where unique design features make alternative suggestions and conditions of use. (Such as bulwarks rather than lifelines).
- (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 III - EVENT RULES

Part III rules must be invoked individually by the Notice of Race or Sailing Instructions. The default is these rules do not apply. The notice of race shall state that "Maxi Class rules are invoked. For a World 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 expiration 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 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

If defined in the Notice of Race that the Mini Maxi Racing Category is sailing as a separate scoring group and there are boats entered where the helmsman is not an OWNER HELMSMAN or CHARTER 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 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.

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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