IMA Class Rules

2017

INTRODUCTION

The Maxi Class Association was formed on 7th August 1979 in Genève, Switzerland.

Founding 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 abolition 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. At the 2010 ISAF Annual Conference the ISAF Council approved the International Maxi Association as a full ISAF International Class.

The International Maxi Association Rule intends to guide and structure maxi yacht racing. The rule defines and categorises maxi yachts. It aims to embrace all maxi yachts and as such follows, instigates and encourages developments that are deemed to have a positive effect on the construction and racing of maxi sized boats.

Accommodating development requires keeping a certain balance with the existing fleets. In rare cases this may lead to grandfathering or protection of certain features. This shall be at the full discretion of the IMA . The IMA reserves the right to refuse to award an IMA Certificate or approve an alternative Class Certificate as it considers appropriate and to interpret clauses of the IMA Rule accordingly at any time. Members, crew, designers, suppliers and builders carry the responsibility for complying with the intent and spirit of the IMA Rule.

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PART I – ADMINISTRATION

SECTION A – GENERAL

A.1 LANGUAGE

A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.

A.1.2 The word “shall” is mandatory and the words “may” and “can” permissive.

A.2 ABBREVIATIONS

WS	World Sailing
MNA	WS Member National Authority
IMA	International Maxi Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
OSR	Offshore Special Regulations
ATO	Association Technical Office

A.3 AUTHORITIES

A.3.1 The international authority of the class is WS which shall cooperate with the IMA in all matters concerning these class rules.

A.3.2 The international authority of the Rating System(s) used at IMA events is that of the Rating Authority of the Rating System of choice, as specified in the NOR.

A.3.3 The authority of the IMA affiliated or associated classes is as described in the Bylaws of the individual Class Associations.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 WS has delegated its administrative functions of the class to IMA.

A.4.2 Responsibility for the Rating Systems used at IMA events remains with the respective Rating Authorities.

A.4.3 IMA may delegate part of its administration to an IMA affiliated class.

A.5 CLASS RULES

A.5.1 The IMA Rule shall be read in conjunction with the applicable Rating Rule or Affiliated / Associated Class Rules.

A.5.2 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.

A.6 CLASS RULES VARIATIONS
A.6.1 At Class Events WS Regulation 10.5(f) applies. At all other events RRS 87 applies.

A.7 CLASS RULES AMENDMENTS
A.7.1 Amendments to these class rules are subject to the approval by the IMA AGM and of WS in accordance with the WS Regulations.

A.8 CLASS RULES INTERPRETATION
A.8.1 Interpretations of these class rules shall be made in accordance with the WS Regulations and the applicable Class Bylaws.

A.9 INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE
A.9.1 The IMA shall pay the International Class Fee.

A.9.2 WS shall, after having received the International Class Fee, send the WS Building Plaque to the IMA.

A.10 SAIL NUMBERS
A.10.1 Sail numbers shall be issued by the Owner’s MNA or other approved authority.

A.11 CERTIFICATION
A.11.1 An IMA Certificate shall be issued or alternatively rating / class certification shall be validated by the ATO. IMA certification shall record the following information:
(a) Boat name and Class
(b) Sail number
(c) Owner / Class Member
(d) Designer / Builder / Manufacturer details
(e) Date of issue of initial certificate (
(f) Date of issue of certificate
(g) Rating System and / or Class Certificate Number
(h) Rating (if applicable)
(i) Amendments since previous Certificate
(j) Dispensation to the Offshore Special Regulations
(k) History/Notes
(l) WS Plaque Number (if applicable)

A.11.2 To be valid the IMA Certificate must bear the name and signatures of a representative of the ATO. No boat shall have more than one valid IMA Certificate at any time. A copy of the IMA Certificate, as well as of the Rating Certificate, shall always be on board the boat.

A.11.3 The IMA reserves the right to refuse, withdraw or award an IMA Certificate or the alternative certification validation as it considers appropriate. This decision shall not be grounds for any claim whatsoever.

A.12 INITIAL CERTIFICATION

A.12.1 For an IMA Certificate to be issued to a boat not previously certified:

(a) Measurements shall be carried out by a measurer recognized by the applicable Rating Authority as well as by the IMA. IMA may require to have access to the measurement and input documentation.

(b) The rating certificate and the IMA certification fee shall be sent to the IMA and the IMA may issue an IMA Certificate.

A.13 VALIDITY OF CERTIFICATION

A.13.1 An IMA Certificate or the alternative certification validation becomes invalid upon:

(a) A change to any items recorded on the IMA certificate and / or the rating / class certificate required under A.11.

(b) Withdrawal by the IMA (note: WS or a Rating Authority may request the IMA to withdraw the certificate).

(c) The issue of a new certificate.

A.14 RE-CERTIFICATION

A.14.1 The certification authority (IMA) may issue a certificate to or revalidate a previously certified boat:

(a) When it is invalidated under A.13.1(a) or (b), after receipt of the old certificate, and certification fee if required.

(b) When it is invalidated under A.13.1(b), at its discretion. (c) In other cases, by application of the procedure in A.12.

A.15 RETENTION OF CERTIFICATION DOCUMENTATION

A.15.1 The IMA Secretariat shall:

(a) Retain the original documentation upon which the current certificate is based.

(b) Retain a copy of the Rating and / or Class Certificate.

(c) Retain a copy of the IMA Certificate.

A.15.2 The Owner shall retain the original Rating Certificates.

SECTION B - BOAT ELIGIBILITY

B.1 CLASS RULES AND CERTIFICATION

B.1.1 No boat shall be considered a Maxi or be eligible to race in IMA events unless:

(a) It is in compliance with the IMA Rule and the IMA Interpretations and has a valid IMA Certificate and (if applicable) a valid Rating / Class Certificate on board when racing.

(b) It is owned by an IMA Regular Member.

(c) It is measured by an IMA recognized measurer and has if applicable a valid Rating / Class Certificate and a valid IMA Certificate on file at the IMA Secretariat.

B.1.2 However it will be possible under this Rule to supply a Maxi, owned or chartered by a person other than an IMA Class Member, a "One Event – IMA Certificate", on condition that:

(a) The event is approved by the IMA Secretary General as suitable for a "One Event – IMA Certificate".

(b) The "One Event – IMA Certificate" is valid only for the duration of the event.

(c) The Maxi is in compliance with the IMA Rule and Interpretations and the applicant supplies the ATO with any information required by him to substantiate this.

(d) EUR 500.- is received with the application for the certificate. Note: this requirement may be fulfilled by increasing the event's NoR entry fee by this amount.

B.1.3 Wild Card Invitations for IMA races / events may be extended to boats not fully compliant with the IMA Rule if:

(a) The event's NOR indicates this option.

(b) The applicant agrees the IMA may set additional conditions for the invitation and accepts that the decision to extend the invitation is entirely with the IMA and not open to protest, appeal or claim.

B.2 CLASS MARKINGS

B.2.1 IMA may require, in an individual event NoR, to fly the IMA flag for the duration of the event when moored.

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 C 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.

SECTION C - CONDITIONS FOR RACING

C.1 GENERAL

C.1.1 Rules

(a) WS Racing Rules of Sailing.
(b) WS ERS Part I – Use of Equipment.
(c) WS OSR Category 3 except as changed in C.1.2.
(d) Applicable Rating Rules, except as varied herein.
(e) Applicable Class Rules of IMA Affiliated or Associated Classes.
(f) IMA Interpretations

C.1.2 Alterations of the Rules:
The following rules do not apply:
(a) RRS 50.4.
(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.

Note: At an IMA event or race in the event of a discrepancy:
(1) Between the applicable Rating Rule and the WS Rules (RRS, ERS, OSR), the applicable Rating Rule takes precedence.
(2) Between the applicable Class Rule and the WS (RRS, ERS, OSR) or IMA Rules, the applicable Class Rule takes precedence.
(3) Between the applicable Rating Rule and the Class Rules, the applicable Class Rule takes precedence.
(4) Between the applicable Rating Rule or the WS Rules (RRS, ERS, OSR) and the IMA Rules, the applicable IMA Rule takes precedence.

C.1.3 The Owner is responsible for ensuring that the rules and interpretations are aboard the boat and that all members of the crew fully understand and comply with the limitations which apply whilst racing.

C.1.4 Sails shall only be set in those areas declared for measurement, and no sail shall be carried on board that exceeds the limiting dimensions for such a sail as shown on the Rating Certificate, nor is of a shape or has features not permitted by the rules.

C.1.5 The Owner is responsible for ensuring that when the engine is run for any purpose the propeller does not rotate.

C.1.6 At least one fuel tank shall be operable and carry not less fuel than indicated in OSR 3.28, also in case of Category 4 races. Race Organizers may waive / alter this requirement by so specifying in the Notice of Race.

C.2 CREW, HELMSMAN AND GUESTS

C.2.1 Limitations:

(a) Classification: While racing under the IMA rule the WS Sailor Classification Code, Regulation 22, does not apply but for two possible exceptions:
   (1) IMA affiliated and / or associated classes in their class rules may choose to use the WS Sailor Classification Code .
   (2) IMA fleets may request IMA to use the WS Sailor Classification Code as well as set additional rules on helmsman classification, designation, replacement, etc. Such a request shall be supported by a two-third majority of the IMA members in that fleet and the rules set shall be as given in C.2.2. - C.2.5. Minor changes of C.2.2 – C.2.5, again upon request of the IMA fleet members two-third majority, may be considered. The request may be for a single event or single race, or a series of events, or a mix of events and single races, or for a certain period of class events and races. If granted the use of the WS Sailor Classification Code and the additional rules must be invoked by the Notice of Race or Sailing Instructions of each event concerned. The default is these rules do not apply. The notice of race shall state that "IMA Rule C.2.1.(a).2 applies" and then give the specific details.

(b) A crew shall consist of not more than the number of people stated as maximum in the applicable Rating Rule, with the following exceptions:
   (1) IMA affiliated and / or associated classes in their class rules may vary on crew number and/or set specific rules for guests.
   (2) IMA fleets may request IMA to set additional rules on crew number and/or set specific rules for guests. Such a request shall be supported by a two-third majority of the IMA members in that fleet. Specific guest rules shall be set as given in C.2.6.

C.2.2 **Helmsman**:

During IMA events or races all boats in this fleet shall be helmed by an IMA Helmsman Approval Panel approved helmsman subject to the following restrictions:

(a) WL races: **Owner Driver or Charterer Helm only from the preparatory signal.** After one hour a 10 minute break per hour or the equivalent is permitted. The Owner Driver or Charterer Helm shall drive the final two miles of the race. The break(s) shall take place between mark roundings and avoid clearly imminent manoeuvres (tack/gybe).

(b) Coastal Races (any non WL race up to 60 miles): **Owner Driver or Charterer Helm only from the preparatory signal.** After one hour a Relief Helm may helm 15 minutes per hour or the equivalent and after four hours 45 minutes per hour or the equivalent. The Owner Driver or Charterer Helm shall drive the final two miles of the race.

(c) Offshores (any race over 60 miles): **Owner Driver or Charterer Helm only from the preparatory signal.** After one hour a Relief Helm may helm 45 minutes per hour or the equivalent. The Owner Driver or Charterer Helm shall drive the final two miles of the race.

(d) **At anytime, so also during the first hour or the final two miles to the finish, the Owner Driver or Charterer Helm may be assisted for safety reasons** (immediate risk of collision or driver incapable to continue helming, for instance because of injury). Also permitted is a crew member holding the helm for the few seconds it takes to cross from side to side during a manoeuvre. Note: A short stop (maximum 5 minutes) for good reason (sanitary, change of clothing, etc) is permitted during the first hour, but not whilst or shortly before or after mark roundings or in the lead up to or whilst manoeuvring (tack/gybe) if such a manoeuvre clearly is imminent.

(e) The Owner Driver may apply to be replaced by a Substitute Helm or the Boat Captain to the M72 Class Helmsman Eligibility Committee in case of proper reason for absence or incapacity to helm. This shall happen no later than seven days in advance of the race the request applies too. Only clear emergencies rising within the seven day period will permit a shorter application interval.

C.2.3 To become eligible as a helmsman described in C.2.2 requires compliance with the Helm and Competition Criteria of C.2.4. The applicant helmsman shall fill out the IMA Helmsman Application form (Appendix ...) and submit the completed form to the IMA Helmsman Approval Panel no later than the close of registration for the event to which the request applies.
The form shall at least require:

(i) the name and group of each helmsman other than the relief helm and, where necessary, their WS Sailor Classification, WS Sailor ID and expiration date; and

(ii) the name of the Boat Captain when nominated as a Substitute helmsman; and

(iii) the period the Owner Helm or Charterer Helm is replaced by a Substitute helmsman; and

(iv) that all the provisions of the rule are understood and complied with.

C.2.4. Helm Designations and Criteria:

OWNER HELM, is 100% Owner of the boat, no further restrictions. Or is:

- 51% or more Owner of the boat and shares running costs. In which case the Owner Helm shall be a Group 1 competitor. Or be:
- An immediate relative of the owner. In which case the Helm shall meet all competition criteria of C.2.5.

NOTE: Approvals are valid until original application conditions change.

CHARTERER HELM, is bona fide charterer for any period or any event and shall meet all competition criteria of C.2.5.

- Approval is valid for duration of charter, but no longer than a calendar year.

SUBSTITUTE HELM, can be any sailor meeting the competition criteria of C.2.5.

- Approval is required per event.

RELIEF HELM, can be any sailor of any classification group.
- No approval required.

BOAT CAPTAIN, in the case of a genuine full time Boat Captain of the boat for which the application is made, employed by the Regular Member or by the Charterer supporting the application and meets competition criteria B) and C).
- Approval per calendar year.

In events where C2.1 (a)(2) is applied and In the event that an **Owner Helm** or **Charterer Helm** is unwilling or unable to steer in compliance with this Rule and is replaced for any reason by a Substitute Helm or by the Boat Captain the OA and the Class shall be notified in writing and the following penalties on the elapsed shall apply:
- if helmed by the BOAT CAPTAIN – 1%
- if helmed by a SUBSTITUTE HELM (Group 1 competitor) -2%

In such a case the **Owner Helm** 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 more than one substitute is requested each must receive approval from the panel.

C.2.5 Competition Criteria:
(a) Group 1 Classification status (as determined under the current version of the WS Sailors Classification Code).
(b) The helmsman shall not have competed as a helmsman in the Olympic Games or in an America's Cup or Challenger Series within the past fifteen (15) years.
(c) The helmsman shall not have competed in the Volvo Ocean Race within the past four (4) years or have been in the top 20 of the World Match Race Rankings for the past fifteen (15) years.

NOTE:
- Notwithstanding all of the above, an applicant not meeting all of the requirements of C.2.5 may be found by a majority vote of the IMA Helmsman Approval Panel to meet the intent and spirit of the IMA, and therefore be approved as a helmsman.
- Individual IMA Helmsman Approval Panel member votes shall be confidential.
- If at any time the IMA Helmsman Approval Panel determines that the information submitted to it by or on behalf of a proposed helmsman is incorrect, incomplete or misleading, or that there has been a failure to report a change in classification status, it may withdraw and declare void the approval of that helmsman.
- The IMA ATO shall promptly notify the Race Committee of action taken under this provision, under the terms of RRS 78.3, when that action occurs during a regatta.

C.2.6 Guests:

(a) IMA events in their NOR or SI may add bona fide guests to the Rating Rule crew limit and set specific conditions for this, but only if this is approved in writing by the IMA. Guests are not allowed to participate in the sailing, including giving advice or coaching. Guests shall wear clothes that are distinctive from the crew.

(b) At all times, when racing, all crew members shall be registered with the organizing authority.

C.2.7 Helmsman Approval Panel

In events where C 2.1(a)(2) is applied a Helmsman Approval Panel shall approve all helmsmen designations in accordance with the criteria set out below:

- The Panel shall be comprised of the IMA Secretary General, an Association Technical Office representative and one member of the IMA Executive Committee appointed by the President. Decisions shall be by a simple majority.
- A list of all approved helmsmen will be published on the IMA website.
- Prior to rejecting any helm on the basis of an incorrect WS Sailor Classification Coding the Panel shall consult with the WS Sailor Classification Commission.
- Any owner or Charterer may request a review of the eligibility of any helmsman by the Panel.
- Panel decisions shall be final.

C.3 PERSONAL EQUIPMENT

C.3.1 Personal equipment shall be to the minimum standard of WS Offshore Special Regulations Category 3. Event's in their NOR may alter this requirement, but not below Category 4. This requirement shall be increased to Category 1 for Transatlantic Races.

C.4 ADVERTISING

C.4.1 Advertising shall only be displayed in accordance with the WS Advertising Code. (See WS Regulation 20).

C.5 PORTABLE EQUIPMENT

C.5.1 The boat shall be equipped to the minimum standard WS Offshore Special Regulations Category 3 including liferafts 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. Events in their NoR may alter this requirement or indicate additional equipment, but not below Category 4. This requirement shall be increased to Category 1 for Transatlantic Races.

C.5.2 IMA affiliated and/or associated classes may require in their class rule that the safety equipment carried by the boat shall be off the shelf/production articles (so no customised) items).

C.5.3 All boats shall have a provision to carry canister liferafts on deck, as close as practical (considering crew movements and deck layout) to the stern of the boat. Events may require boats to carry the liferafts in that position as specified in the NoR.

C.5.4 All types of electronic navigational aid, including radar, V.O.R., satellite etc. are permitted unless specifically forbidden in affiliated and/ or associated class rules.

C.5.5 Dispensations:

(a) Boats may apply to IMA for a dispensation which shall be recorded on the boat's certificate. Dispensations are not generally given. Examples of where they will be considered are:

(i) To allow resolution of conflicts between the OSR and classification society rules requirements.

(ii) To amend parts of the OSR where the standards are not fully appropriate for boats over 24.08 metres.

(iii) Where unique design features create factual compliance (such as bulwarks rather than lifelines).

(b) Dispensation shall state which OSR category it applies to. (c) Dispensation shall only be given in consultation with WS Technical Department.

C.5.6 Shipping, Unshipping or Shifting of Ballast, Fixtures and Accommodation:

(a) The removal for racing of fixtures and items of accommodation which were aboard for weight and in water measurements is not permitted.

(b) Attention is called to Section 51 of the RRS - Moving Ballast: "All movable ballast shall be properly stowed, and water, dead weight or ballast shall not be moved for the purpose of changing trim or stability. Floorboards, bulkheads, doors, stairs and water tanks shall be left in place and all cabin fixtures kept on board".

(c) Note that unwarranted quantities of stores may be considered as ballast under this rule. Please check with the ATO.

C.5.7 Portable equipment, gear, sails and stores may only be moved from stowage for use in their primary purpose. Stowage in this respect is the position for any item of equipment or stores, to be maintained for the duration of a race or series, when such item is not in use for its primary purpose.

C.6 SAILS

C.6.1 If an event's NoR or the IMA affiliated classes in their class rules are not specific on the sails carried on board (including the mainsail) then these need not remain the same for the duration of the event but shall be the same for each competition day. A competition day begins when the boat leaves the dock for the first time on the day.

C.6.2 IMA events in their NoR may set sail limitations that vary from those in the applicable Rating Rules.

C.6.3 Sails shall only be set in those areas declared for measurement, and no sail shall be carried on board that exceeds the limiting dimensions for such a sail as shown on the Rating Certificate, nor is of a shape or has features not permitted by the applicable rules.

SECTION D - LIMITATIONS

D.1 BOAT DEFINITION

D.1.1 Monohull sailing boat with a minimum LH of 18.29 metres.
Note: LH = Hull Length (ERS D.3.1)

D.1.2 Shall have a keel, but no limit on number or type of appendages.

D.1.3 IMA affiliated and/or associated classes and IMA fleets may have or set additional boat definition limits.

D.2 FLEET OPTIONS AND RULES

D.2.1 The IMA boats are divided into three basic fleets:

(1) **MINI MAXI FLEET** including boats with LH not less than 18.29 metres (unless grandfathered) and not over 24.08 metres. The Mini Maxi fleet may be divided into Racing and Racing/Cruising Category.

(2) **MAXI FLEET** including boats with LH not less than 24.09 metres and not over 30.50 metres. 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.

(3) **SUPERMAXI FLEET** including boats LH 30.51 metres and no upper limit.

D.2.2 The above limits may only be changed at the IMA AGM. Assignment of the boats to one or the other category is made by the ATO with the approval of the Officers.

D.2.3 To have separate scoring at IMA events each category shall have a minimum of four (4) entries. If the minimum number is not achieved the category will be scored with another category ***or allowed to race as a separate category with fewer numbers*** as decided by the ATO with the approval of the Officers.

(If the owners of such a category wish to compete in this way they shall not be eligible for a major prize).

D.2.4 The value of the minimum number of entries of D.2.3 may only be modified at the IMA AGM.

D.2.5 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, but only if racing boats are racing with racing/cruising boats. Wally boats and non-racing boats racing together shall be scored without penalty.

D.2.6 For IMA events all competing boats, to be formally registered as a competitor and to be qualified for scoring and prizes, shall have a valid Rating Certificate approved by the ATO, whether owned by an IMA member or not. Please see D.6.2.

D.3 CLASS OPTIONS

D.3.1 There are two options:

(1) IMA Affiliated Class. All members have a dual membership, of the IMA as well as of the affiliated class. One member fee is paid to IMA and by agreement a set part of the fee is paid to the affiliated class.

(2) IMA Associated Class. No dual membership requirement. An owner that joins the IMA pays the standard fee.

D.3.2 Affiliated Classes can apply to the IMA for one of its WS authorised World Championship titles.

D.4 IMA Affiliated Classes

D.4.1 Registered:

(1) Maxi 72 Class.

(2) J-Class.

D.5 IMA Associated Classes

D.4.1 Registered:

(1) Wally Class.

D.6 IMA World Championships

D.6.1 The IMA is authorized by WS to allocate two World Championship titles.

D.6.2 World Championship titles can be allocated to fleets or to affiliated classes. In case of fleets there will be no categories. For boats participating in a World Championship the rating certificates shall be endorsed by the applicable Rating Authority and approved by the ATO.

SECTION E - MEASUREMENTS

E.1 GENERAL

E.1.1 It is the principle of measurement under this rule that all measurements are taken according to the applicable Rating Rules. Additionally it is required that:

(a) Measurements and certification control shall be carried out by an IMA recognized measurer (A.12.1).

(b) The resulting Rating Certificate is approved by the ATO.

(c) The IMA may require certificates to be Rating Authority endorsed.

E.1.2 The IMA may set additional protocols (in co-operation with the Rating Authorities) for measuring and especially measurement controls, in order to streamline procedures between measurers, as well as to come to better accuracy and consistency.

E.1.3 Modifications normally require remeasurement. In case there is no evidence of changes a boat shall not be remeasured and processed except where the ATO is satisfied that reasonable evidence of error exists.

E.1.4 To secure accurate and fair measurements and measurement checks, it is necessary to have close co-operation between the owner(‘s representative) and the measurer. It is desirable, therefore, that the Owner and his representative are reasonably familiar with the requirements of Section F.

SECTION F - OWNER'S RESPONSIBILITIES

F.1 GENERAL

F.1.1 Before an IMA Certificate is valid it must be signed by the Owner of the boat. The name of the individual who signs the IMA Certificate shall also be printed on the Certificate. By this signature the Owner signifies that he or she understands the Owner's responsibilities under all parts of the IMA Rule, a copy of which shall be aboard while racing.

F.1.2 The Owner shall have the primary responsibility for ensuring compliance with the IMA Rules. When the person in charge of the boat while racing is not the Owner, he shall be equally responsible for compliance.

F.1.3 Owner's responsibilities are divided into three categories:

- Owner's responsibilities prior to and during measurement.
- Owner's responsibilities after measurement.
- Owner's responsibilities whilst racing, *(see Section C of these Rules.)*

F.1.3.1 Prior to and during measurement.

(a) The Owner is responsible for arranging measurement.

(b) The Owner shall present his boat for measurement ashore in an accessible location, clear of obstructions, properly chocked and leveled. If required the keel bulb shall be presented for measurement separately. Adequate lifting equipment shall be provided by the Owner.

(c) The Owner shall on another occasion make the boat available at a suitable location agreed with the Measurer so that flotation measurements may be taken.

(d) The Owner is responsible for preparing the boat in measurement trim as specified by the applicable Rating Rule. He shall declare to the Measurer the weight and location of all ballast.

(e) The Owner is responsible for declaring to the Measurer all spars and sails that he proposes to carry on the boat and the location in which he proposes to set them, so that they may be properly measured.

F.1.3.2 After Measurement.

It is the Owner's responsibility to declare to the ATO any changes made to the boat, its rig, or its equipment which could change any of its measurements under the applicable rules. Such changes could be:

(a) Changes of ballast in amount or location or configuration.

(b) Change of tankage, fixed or portable, in size or location.

(c) Any changes in the engine and/or propeller installation.

(d) Addition, removal or change of location of gear or equipment, or structural alteration to the hull, that affect the trim, VCG or flotation of the boat.

(e) Movement of any measurement bands used in sail area measurement, or any changes in spars, spar location or forestay position.

(f) The Owner shall be responsible for ensuring that all mainsails, jibs, staysails and spinnakers bear a recognized Sail Stamp. He shall also be responsible for ensuring that the sails and

these marked dimensions do not contravene the values stated or permitted for them on the Rating Certificate.

(g) Changes to spars or standing rigging configuration, including elements of rigging identified as adjustable while racing.

(h) Changes to the Elements influencing the boat's weight, including hull, deck and appendage construction, spars, accommodation and rig configuration, etc.

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Contacts

IMA - International Maxi Association
(Association with operative address in Italy):
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07021 Porto Cervo (OT)
Italy

Legal Headquarters:
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1204 Genève
Switzerland

Secretary General
General matters, by-laws, classes, membership, meetings
Email: sg@internationalmaxiassociation.com

Association Technical Office:
Rating certificates, controls and measurements, class rules, fleet categories, scoring
Email: technicaloffice@internationalmaxiassociation.com

Race Secretariat:
Racing programme, notices of races, sailing instructions, results
Email: info@internationalmaxiassociation.com

Communications & PR:
Press office and communications, PR, social events, Yearbook and other printed materials, website
Email: communications@internationalmaxiassociation.com

Administration:
Administration, accountancy, membership fees
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