

INTERNATIONAL MIRROR CLASS ASSOCIATION



The following amendments to the Class Rules have been approved to be effective 20th November 2008.

Rule 1.4.14

Amendment: Add “Two drainage holes into the aft buoyancy tank” to the rule so it now reads as follows:

“1.4.14 Holes may be through the aft transom as follows:-

Two drain holes above the aft deck each of which shall be capable of being contained within a rectangle not more than 40mm in height and not more than 100mm in width.

Two drainage holes into the aft buoyancy tank.

One hole of not more than 18mm diameter for the attachment of the mainsheet, no part of which shall be more than 50mm below the top edge of the transom.”

Rule 1.4.15

Amendment: Add “the transom drainage holes” so the rule now reads as follows:

“1.4.15 There shall be no holes passing through the hull shell other than for the **daggerboard**, the transom drain holes, the transom drainage holes, mainsheet hole, rowlock drain holes on Mark 1 boats, suction bailers and fixings.

Rules 1.5.8 / 1.5.9

Amendment: Add new rule to read as follows and renumber subsequent rules:

1.5.8 A maximum of two drainage holes of diameter minimum 10mm, maximum 20mm, from the transom into the aft buoyancy tank. These holes to be fitted with caps with a positive locking mechanism.

1.5.9 No other fittings shall be fitted to the outside of the hull forward of the aft face of the aft transom.

Rule 1.8.3

Amendment: Delete “forward face of the aft bulkhead” and replace with “the underside of the thwart” and delete “certified prior to 1st July 2007 have until 1st July 2008 to change the location of corrector weights from the underside of the thwart to the forward face of the aft bulkhead” and replace with “with corrector weights on the forward face of the aft bulkhead have until 1st December 2008 to change the location of their corrector weights.” so the rule now reads as follows:

- 1.8.3 **Corrector weights** may be fitted and shall be of lead fixed to the underside of the thwart. Boats with corrector weights on the forward face of the aft bulkhead have until 1st December 2008 to change the location of their corrector weights. **Corrector weights** shall be permanently marked with their weight in Arabic numerals of not less than 15mm in height. The total weight of the **correctors weights** for boats first certificated after the 1st September 1997 shall not be more than 3kg. The number of and weight of each **corrector weight**, if fitted, shall be recorded on the **measurement certificate**.

Rule 6.2.1

Amendment: Delete current part (ii) and replace with the following wording:

“The mainsheet shall have a maximum of 5 turning blocks. The mainsheet or turning blocks shall be attached to the transom, via the mainsheet attachment points only, inside the cockpit adjacent to the thwart, or on the boom. If the mainsheet runs along the exterior of the boom it shall pass through at least one constraining loop or sleeve that does not protrude more than 50 mm from the surface of the boom.”

Rule 3.1

Amendment: Delete current rule and replace with the following wording:

- 3.1 The **rudder** stock shall be of wood, aluminium alloy or GRP construction and may include plastic and stainless steel components. The weight of the **rudder** stock, including tiller and fittings but excluding tiller extension, **rudder** blade and pivot bolt shall not be less than 0.9kg. The **rudder** blade shall be of wood and may be sheathed in GRP but shall not be otherwise reinforced. The **rudder** assembly, comprising of the **rudder** stock, **rudder** blade, tiller, tiller extension, pivot bolt and fittings shall be capable of floating in fresh water.

Rule 3.2

Amendment: Delete current rule and replace with the following wording:

- 3.2 The dimensions of the **rudder** blade shall conform with the diagram. The **rudder** blade shall be not more than 14mm thick and the thickness shall not vary by more than 1mm to within 25mm of its edges with the exception of hollows or cavities of not more than 2mm in dimension and holes for fixing.

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The centre of the pivot bolt hole shall be between 204mm and 228mm below the intersection of the lowest point of the underside of the tiller and the leading edge of the stock.

Rule 3.4

Amendment: Delete current rule and replace with the following wording:

- 3.4 The **rudder** blade shall be capable of rotating around the pivot; however, the leading edge shall not be capable of be moved forward of vertical, and when in the fully lowered position a point on the leading edge shall remain within 70mm of a vertical line through the **Hull Datum Point**.

Rule 6.2.1 (iv)

Amendment: Delete “4:1” and replace with “8:1”

Rule 6.2.1 (vi)

Amendment: Delete rule

Section 7

Amendment: Delete current section 7 and replace with the following:

Section 7 – Sails

7.1 PARTS

7.1.1 MANDATORY

- (a) Mainsail
- (b) Headsail

7.1.2 OPTIONAL

- (a) Spinnaker

7.2 GENERAL

7.2.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at the time of **certification**.

7.2.2 CERTIFICATION

- (a) The **official measurer** shall **certify** mainsails and headsails in the **tack** and spinnakers in the **head** and shall sign and date the **certification mark**.
- (b) An MNA may appoint one or more persons at a sailmaker to measure and **certify sails** produced by that manufacturer in accordance with the ISAF In-house Certification Guidelines.

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7.2.3 DEFINITIONS

- (a) LMP Luff Measurement Point – the point on the mainsail **luff** 1245mm from the **tack point**.

7.2.4 SAILMAKER

- (a) No licence is required.

7.2.5 LIMITATIONS

- (a) Not more than 1 mainsail, 1 jib and 1 spinnaker shall be carried aboard.
- (b) Not more than 1 mainsail, 1 jib and 1 spinnaker shall be used during an event of less than 14 consecutive days, except when a **sail** has been lost or damaged beyond repair.

7.3 MAINSAIL

7.3.1 IDENTIFICATION

- (a) The class insignia shall conform to the dimensions and requirements, and be placed in accordance with the diagram contained in Part C – Class Insignia. The insignia may be placed back to back, if placed back to back the points of the insignia shall point towards the leech.
- (b) The full boat/plaque number shall be carried.
- (c) The insignia, letters and numbers shall be black.

7.3.2 MATERIALS

- (a) The **ply** fibres shall consist of woven polyester.
- (b) **Sail reinforcement** shall consist of materials as permitted in the **body of the sail**.
- (c) The colour of the **ply** shall be red within the range of Pantone Warm Red and its derivatives 179, 185, 187, 192, 193, 200 and 201, of the Pantone Colour Formula Guide 747XR.
- (d) **Tabling** on the **luff** may be white.

7.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (c) All panel plies shall run from **leech** to **luff**, or **leech** to **foot**, or **leech** to **luff** and **foot**.
- (d) At least one **seam** shall intersect the **leech** within 1000mm of the **half leech point**
- (e) The **sail** shall have three (3) **batten pockets** in the **leech**. The intersection of the centreline of each **batten pocket** and the **leech** shall be within \pm 50mm of the **quarter, half** and **three-quarter leech points**.

- (f) The following are permitted: Stitching, glues, webbing, woven tapes, bolt ropes on the **luff**, corner eyes, luff lacing eyes, **batten pocket patches**, batten pocket elastic, batten pocket end caps, batten retaining devices, tell tales and items as permitted or prescribed by other applicable *rules*.
- (g) The **leech** shall not extend aft of straight lines between:
 - (1) the **aft head point** and the intersection of the **leech** and the upper edge of the nearest **batten pocket**,
 - (2) the intersection of the **leech** and the lower edge of a **batten pocket** and the intersection of the **leech** and the upper edge of an adjacent **batten pocket** below,
 - (3) the **clew point** and the intersection of the **leech** and the lower edge of the nearest **batten pocket**.
- (h) The shape of the **foot** shall be convex.
- (i) Not more than three tucks or darts are permitted along the **foot**, and these shall not touch the **seam** of the next panel nor exceed a maximum length of 360 mm.
- (j) **Double luff sails** are prohibited.
- (k) There may be a maximum of six (6) eyelets in the **luff** below the LMP.
- (l) There may be not more than one corner eye at the **head**, one at the **tack** and one at the **clew**.

7.3.4 DIMENSIONS

	minimum	maximum
Leech length	-	4520 mm
Luff length	-	4052 mm
Foot length	-	2135 mm
Foot median	-	4340 mm
Upper width at upper leech point 1067 mm from head point	-	725 mm
Top width	-	55 mm
Primary reinforcement	-	271 mm
Secondary reinforcement:		
from sail corner measurement points	-	813 mm
for flutter patches	-	100 mm
for chafing patches	-	750 mm
for batten pocket patches	-	150 mm
Tabling width	-	30 mm
Length of boltrope from the head point	2810 mm	-
Half leech point to LMP	-	1650 mm

	minimum	maximum
Distance from clew point to LMP	-	2530 mm
Batten pocket length:		
uppermost pocket:		
inside	-	560 mm
intermediate and lowermost pockets:		
inside	-	660 mm
Batten pocket width:		
inside	32 mm	60 mm

7.3.5 USE

- (1) The **sail** shall be hoisted on a halyard. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat.
- (2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, shall not be set above the lower edge of the mast **upper limit mark**. For boats equipped with a gunter rig, the highest visible point of the **sail**, projected at 90° to the gaff shall not be set above the lower edge of the gaff measurement band. The intersection of the **leech** and the top of the boom **spar**, each extended as necessary, shall not be behind the fore side of the boom **outer limit mark**.
- (3) The **sail** shall be loose footed.

7.4 HEADSAIL

7.4.1 MATERIALS

- (a) The **ply** fibres shall consist of woven polyester.
- (b) **Sail reinforcement** shall consist of materials as permitted in the **body of the sail**.
- (c) The colour of the **ply** shall be red within the range of Pantone Warm Red and its derivatives 179, 185, 187, 192, 193, 200 and 201, of the Pantone Colour Formula Guide 747XR.
- (d) **Tabling** on the **luff** may be white.

7.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The body of the sail shall consist of the same woven ply throughout.
- (c) Except in the lowermost panel, all other panel plies shall extend from **leech to luff**, or **leech to foot**, or **leech to luff** and **foot**. One seam passing through the **foot** is permitted in the lowermost panel.



- (d) At least one **seam** shall intersect the **leech** within 1000mm of the **half leech point**
- (e) Not more than three tucks or darts are permitted along the foot, and these shall not touch the seam of the next panel nor exceed a maximum length of 360 mm.
- (f) The **leech** shall not extend beyond a straight line from the aft **head point** to the **clew point**.
- (g) **Double luff sails** are prohibited.
- (h) The following are permitted: Stitching, glues, webbing, woven tapes, corner eyes, hanks and associated eyes, one **window**, tell tales, and items as permitted or prescribed by other applicable *rules*.
- (i) There shall be not more than one attachment point at the **head**, one at the **tack** and one at the **clew**.

7.4.3 DIMENSIONS

	minimum	maximum
Luff length	-	2782 mm
Leech length	-	2442 mm
Foot length	-	1540 mm
Foot median	-	2545 mm
Top width	-	35 mm
Primary reinforcement	-	234 mm
Secondary reinforcement:		
from sail corner measurement points	-	702 mm
for flutter patches	-	100 mm
for chafing patches	-	750 mm
Tabling width	-	30 mm
Window dimension in any direction	-	460 mm
Window to sail edge	125 mm	-

7.5 SPINNAKER

7.5.1 IDENTIFICATION

- (a) National letters are optional.
- (b) The full boat/plaque number is optional.

7.5.1 MATERIALS

- (a) The **ply** fibres shall consist of woven nylon.
- (b) **Sail reinforcement** shall consist of woven polyester or woven nylon.

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7.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (c) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line patches, recovery line attachment point or eye and items as permitted or prescribed by other applicable *rules*.
- (d) The **sail** shall be symmetrical about its centreline
- (e) The **sail** shall be made of not more than eight panels and may be of any colour or combination of colours.
- (f) All panel plies shall extend from **luff** to **leech**.
- (g) The colour of any **tabling** and reinforcement is optional.

7.5.3 DIMENSIONS

	minimum	maximum
Leech lengths	2700 mm	2820 mm
Foot length	-	2286 mm
Foot Median	-	3490 mm
Half width	-	2220 mm
