



YEARBOOK 2018





ROLEX

RAMBLIER
NEWPORT, RI

“ A smooth sea never made a skilled sailor. ”

Franklin Delano Roosevelt



The President



Your Association has again had a successful year with a growing participation of members and other enthusiastic sailors in IMA related events. As you know general participation in sailing worldwide is not growing but Maxi racing has been a big success story in Europe and especially in the Mediterranean Sea. To encourage and organise Maxi yacht racing is also one of the main purposes of the IMA.

Therefore it is the aim of the Officers as well as all team members of your association alike to monitor and to ensure the best overall conditions for maximum participation in our events.

This is also to the great benefit of the organising yacht clubs as well as local tourism - maxi yachts bring large numbers of crew, often outside the high season in summer, helping hotels, shops and restaurants likewise.

Therefore in the case where we see a possible drop in the number of entrants in Maxi regattas we logically try to analyse reasons and put in place countermeasures to ensure maximum participation again in the future.

Your President firmly believes that - amongst others - there are two main factors influencing the possible number of entrants:

- The existing class rules in the different categories of Maxi Yacht racing should not only lead to fair racing but also to a certain control of the otherwise ever rising expense. The latter then can easily lead to an "implosion" of an otherwise very successful class.
- The race committee should enable safe and fair racing conditions for all participants.

As the owners are spending very large amounts of money to race their maxis in these events they expect top quality professional organisation on the water. At most of our events are gathered the very best sailors that exist in the world. Also present are very experienced class managers and top class race management teams. The challenge is to achieve constructive cooperation between all parties which will be of great benefit and contribute to stability and growth.

I wish you a lovely sailing season and hope to see you soon on the water.

Thomas Bscher
IMA President

The Secretary General



The Association had a very successful year in 2017.

Our objectives are changing: what started as a small mainly social gathering of Maxi owners 36 years ago has developed into an organisation with the authority from World Sailing to be the organiser of World Championships and management of maxi sailing in general.

Our major responsibility must be to encourage high standards of race management, safety and measurement for both inshore and offshore events.

Our overall goal is to encourage greater participation in maxi racing. We will only endorse events that are held to these high standards.

As well as all our usual events high points of the 2017 season were new events for us such as the Maxi 72 Corfu Challenge organised by the Sakellaris and Andreadis families and the 151 Miglia, very much the responsibility of Roberto Lacorte.

The first ever J Class Worlds was a spectacular event in the running for most photographed sailing event of the year; we had 45 accredited photographers under the excellent organisational control of Maria Luisa Farris. Monica Recchia was also heavily involved in the organisation of this epic event for our newly affiliated class.

Our membership expanded considerably this year – a trend we hope will continue. We need maxi owners to support us so that we can support them!

Our flagship event, the Maxi Yacht Rolex Cup incorporating the Maxi 72 World Championship also had record attendance blessed with superb racing conditions.

As usual I thank my hard-working and dedicated team and wish all of you an excellent season ahead.

Andrew McIrvine
IMA Secretary General



Racing Calendar 2018

IMA SUPPORTED EVENTS

- | | | | |
|-------------------------|---|-----------------------|---|
| MAY 3 / 6 | Sail Racing PalmaVela Palma de Mallorca (Spain) | AUG 21 / 26 | Palermo - Montecarlo Race * Palermo (Italy) |
| MAY 11 | Regata dei Tre Golfi * Naples to Capri Island (Italy) | SEPT 2 / 8 | Maxi Yacht Rolex Cup & Rolex Maxi 72 Worlds Porto Cervo (Italy) |
| MAY 15 / 19 | Rolex Capri Sailing Week Capri (Italy) | OCT 20 | Rolex Middle Sea Race * Malta |
| 31 MAY 2 JUNE | 151 Miglia * Livorno to Punta Ala (Italy) | NOV 25 | RORC & IMA Transatlantic Race Lanzarote to Grenada |
| JUNE 8 / 16 | Giraglia Rolex Cup * Saint Tropez (France) | | |

* Part of "IMA Mediterranean Maxi Offshore Challenge 2018" - Best 3 out of 5 race series: Rolex Middle Sea Race 2017, 2018 Regata dei Tre Golfi, 151 Miglia 2018, Giraglia Rolex Cup 2018 and Palermo-Montecarlo Race 2018.

IMA ENDORSED EVENTS

- | | | | |
|----------------------|--|---------------------------|---|
| FEB 19 | RORC Caribbean 600 Antigua | JULY 28 / AUG 4 | Copa del Rey Mapfre Palma de Mallorca, Spain |
| APR 9 / 14 | Les Voiles de Saint Barth St. Barth | SEPT 29 / OCT 7 | Les Voiles de St. Tropez St. Tropez, France |
| JUNE 5 / 9 | Loro Piana Superyacht Regatta Porto Cervo, Italy | OCT 13 | Venice Hospitality Challenge Venice, Italy |
| JUNE 15 | Newport - Bermuda Race Newport to Bermuda | OCT 14 | Barcolana Trieste, Italy |
| | | DEC 26 | Rolex Sydney - Hobart Yacht Race Sydney to Hobart |

IMA Boat of the year: The Officers will elect the IMA boat with the best performance during the year from the above (both supported and endorsed) mentioned events.

IMA Members



George Andreadis
Filip Balcaen
Jean-Pierre Barjon
H.H Carlo di Borbone-Due Sicilie
Thomas Bscher
Albert Büll
Jim Clark
Carla Comelli
Michael Cotter
Neville Crichton
Lucio Crispo
George David
Jean-Charles Decaux
E. Llwyd Ecclestone
John J. (Hap) Fauth

Leonardo Ferragamo
Jürgen Focke
Benoît de Froidmont
Claudio Garavaglia
Ernesto Gismondi
Harold Goddijn
Marietta Gräfin Strasoldo
Otto Happel
Sir Peter R. Harrison
Marton Jozsa
Tobias Koenig
Roberto Lacorte
Peter G. Livanos
Pier Luigi Loro Piana
Harry B. Macklowe



James C. Madden V
Fabio Mangifesta
Daniel Meyers
Riccardo de Michele
Vittorio Moretti
Andrew Geoffrey Oatley
Claus-Peter Offen
Sir Peter James Ogden
Vincenzo Onorato
Sir Lindsay Owen-Jones
Alberto Palatchi Ribera
Carlo Alessandro Puri Negri
Andrea Recordati
Alberto Roemmers Sr.

Ferit Fait Sahenk
George B. Sakellaris
Luigi Sala
Alexander Schaerer
Dieter Schön
Udo Schütz
Thomas M. Siebel
Igor Simčić
Roberto Tomasini Grinover
Marco Tronchetti Provera
Austin van't Wout
Ronald de Waal
John A. Williams

IMA Boats



Photo - Martinez Studio



Photo - Martinez Studio



ALEXIA
ALFA ROMEO 3
ATALANTA II
BELLA MENTE
CAOL ILA R
CHARIS
CONTAINER
EDIMETRA
GALMA
GENIE
GREY GOOSE

H2O
HANUMAN
HETAIROS
INDIO
J ONE
JETHOU
KAURIS III
KENORA
KIWI MAGIC
LIONHEART
LORINA 1895



LUNA ROSSA
LUNZ AM MEER
MAGIC CARPET 3
MASCALZONE LATINO
MAYA
MELITI
MOMO
MY SONG
NAHITA
NILAYA
NUMBERS



OPEN SEASON
PH3
PROTEUS
RAMBLER 88
RANGER
SAUDADE
SOJANA
SOLLEONE
STARK RAVING MAD V
SUPERNIKA
SVEA

TOPAZ
UNFURLED
VELSHEDA
VIRIELLA
WALLYÑO
WILD JOE
WINDFALL
Y3K
YORU



Founder Members

François Carn

Raul Gardini

John B. Kilroy

Edmond de Rothschild

William Whitehouse - Vaux

Honorary Members

His Highness the Aga Khan

His Majesty Juan Carlos of Spain

Luca Bassani Antivari

Peter Bateman

Patrizio Bertelli

Peter Bowker

François Carn

Harold Cudmore

William I. Koch

Officers

Thomas Bscher

President

George Andreadis

Vice President Maxi Racer-Cruiser category

Hap Fauth

Vice President Maxi 72 category

Benoît de Froidmont

Vice President Mini Maxi Racer-Cruiser category

Sir Peter R. Harrison

Vice President Supermaxi category

Roberto Lacorte

Vice President Mini Maxi Racer category

Claus-Peter Offen

Vice President Wally category

Sir Peter Ogden

Treasurer

Andrew McIrvine

Secretary General

James Dadd, Paolo Massarini, Andrew Yates

Association Technical Office

Maria Luisa Farris

Communications & PR

Donatella Gianni

Accountancy & Administration

Monica Recchia

Racing Secretary

Rob Weiland

Maxi 72 Class Manager



MAY
7

USA
60722



The Story

Maxi racing as a separate entity was born in Porto Cervo in 1980 with the first ever Maxi Yacht Cup. Immediately after that event the Maxi owners founded a class association named the “International Class A Yacht Association” (ICAYA). At the time *Class A* defined a maxi boat in the IOR rating system. Baron Edmond de Rothschild was elected the first ICAYA President. The legal office was created in Geneva, Switzerland. In 1981 Gianfranco Alberini was appointed the first Secretary-General of the Association.

ICAYA organized the Maxi Yacht Cup for many years in the European base, Porto Cervo, as well as running events in the USA and in Europe. In March 2001, after the abolition of the Class A and the IOR classification, the name of the Association was changed to “International Maxi Association” (IMA). The Association remains registered in Geneva but has an operative base in Porto Cervo. An international team looks after her day-to-day running. The IMA is a recognized member of the IRC Congress and a Rule Authority to administer the ORCi Rule.

In November 2009 the IMA was granted the rights by ISAF (now World Sailing) 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 first Mini Maxi World Championship took place in September 2010 in Porto Cervo.

In 2013 Andrew McIrvine took over as Secretary General. In November 2014 a new race was started from Lanzarote to Grenada in association with the Royal Ocean Racing Club: the RORC & IMA Transatlantic Race. This race has been run annually since then, and the IMA has presented a vintage trophy for line honours.

In 2014 a re-thinking of the Mini Maxi Racing category led to the creation of the Maxi 72 Class and to the concept of *affiliated* and *associated* classes. This concept gives class associations the choice to operate under the IMA umbrella with benefit to both. In the case of *affiliated* classes, like the Maxi 72 Class or the J-Class, dual membership with the IMA is mandatory, whereas for *associated* classes, like the Wally Class, it is optional.

In 2017 the J-Class Association joined the IMA, and the very first J-Class Worlds took place in Newport in August.

The IMA Rule has been revised to introduce the affiliated and associated classes as part of a major rewrite. In the introduction it now reads: *“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.”*

The ever growing world of Maxi yachts needs a platform to debate and guide its exciting future as well as hands-on approach where the IMA represents its members at events and meetings with organizers, yacht clubs, associations and national and international authorities.

IMA Fleet

IMA boats are divided into three basic fleets:

- The **MINI MAXI FLEET**, including boats with LH not less than 18.29 metres (60ft) - unless grandfathered - and not over 24.08 metres (79ft).

The Mini Maxi fleet may be divided into Racing and Racing/Cruising Category.

- The **MAXI FLEET** including boats with LH not less than 24.09 metres (79ft) and not over 30.50 metres (100ft).

The Maxi fleet may be divided into Racing Category, Racing/Cruising Category and Wally Category.

- The **SUPER MAXI FLEET** including boats with LH not less 30.50 metres (100ft) and with no upper limit.

The Super Maxi fleet may be divided into Racing, Racing/Cruising, Wally and J-Class Category. LH limits may be combined in the Racing and Racing/Cruising Categories to optimize the quality of the racing. Events, with written permission of the IMA, may allow Racing Category Super Maxi's up to LH 35.5 metres to compete with the Maxi Racing Category.

Similarly Wally Super Maxis may compete with Wally Maxis within the Wally Category.

Until 2015 the upper LH limit for the Racing Category was 21.9456 metres (72 feet) and there was a maximum IRC TCC restriction.

Now that category of boats has found a separate home in the "Maxi 72 Class" it looks as if the Mini Maxi Racer Category will be occupied by modern fast racer cruisers and racing boats that do not fit the Maxi 72 Class rules nor the Mini Maxi Racer/Cruiser Category.

A new balance will need to be found for the Racer Category but already at the 2015 and 2016 Maxi Yacht Rolex Cup it provided a haven and good racing for five boats.

The Maxi 72 Class has had its specific class rule since 2015 and the IMA Class Rules were adapted to accommodate the Maxi 72 Class as an affiliated class.

The Mini Maxi Racer/Cruiser category will continue as before.

In 2017 the J-Class Association joined the IMA as affiliated class and as result of that we saw the first ever J-Class World Championship raced off Newport R.I. in August, hosted by the NYYC and the IMA.

The Wally Class

IMA associated Class

Wally Class 2017 season

Continuing the success of recent years, the Wally Class had another phenomenal season in 2017, for both high participation and the level of competition and results.

We had 14 yachts on the starting line, ranging from 24 to 33 meters, confirming our leadership as the largest division of racing superyachts.

Additionally, we had four different winners of the four regattas making up the Wally Class official calendar, two 24 meters and two 30 meters, two of whom had their first victory, reflecting the continuous development of the boats and of the constant improvement of crew work, as well as a unique balance in the competition.

Our data gathering and analysis system is one-of-a-kind in the superyacht circuit, providing all the teams with important information to monitor their performance while allowing the Wally Class management to keep tweaking the formula of each event, such as the type of race courses to select in order to have the most balanced regatta possible.



WALLY CLASS | Calendar 2018

www.wally.com

3-6 May

Sail Racing PalmaVela

8-16 June

Giraglia Rolex Cup

2-8 September

Maxi Yacht Rolex Cup

29 September - 7 October

Les Voiles de Saint Tropez

Here are some significant numbers. In a total of 21 races, the yachts sailed 96 legs, of which 39 were upwind, 21 reaching and 36 downwind.

Regarding the wind speed, our statistics indicate that one third of the races has been sailed in less than 8 knots, one third in 9-12 knots, and the remaining over 13 knots.

All this means that the races of the Wally Class 2017 season have been very technical and tactical, that is to say challenging and interesting, and with weather that offered a full array of conditions. The results undoubtedly reflect the performance of both the crew and the boats - and by extension that of their naval architects and consultants collaborating to their overall development. The larger Wallys won approximately 60 per cent of the races, mainly due to their domination of the downwind and reaching legs, while the 80 footers prevailed on upwind legs.

It is important to point out that races were won both by the latest yachts as well as by Wallys more than 10 years old, and sometimes even 20 years old! A good example being J One, who precisely celebrated her 20 year anniversary in Porto Cervo during the Maxi Yacht Rolex Cup. This only happens in the Wally Class!

However, it should be recognised that it is fair for the latest yachts to win slightly more often than the old ones, reflecting the evolution of the technology and naval architecture. Otherwise, it would be dramatic for the yachting development.

It is also true that the level of the teams improves every year, with the boat manoeuvring and handling getting better and better.

As a result the Wally Class is more and more competitive making it harder for teams to have consistently good results. Having many different winners keeps the division alive and interesting.

The Wally Class management is currently considering how to revitalise a division of yachts driven by a less demanding competitive attitude, and to include a separate ranking for the off-shore races, offering to all the owners the opportunity to enjoy racing in their favourite way and with their preferred commitment.

I want to conclude the review of our season with praise to Sir Lindsay Owen-Jones who celebrated 20 years of his team, revealing his exceptional ability to always be at the top of the competition with each of the three yachts he has built.

Luca Bassani Antivari
Wally Class President
IMA Honorary Member

Maxi72 Class



IMA affiliated Class



Class President

John J. (Hap) Fauth

John (Hap) Fauth was elected Maxi72 Class president in 2014 and re-elected for another term in September 2016. As IMA Maxi72 Vice-President he represents this IMA affiliated class at the International Maxi Association. As owner of M72 Bella Mente, Hap Fauth won the Rolex Maxi72 World Championship both in 2015 and in 2016.

Hap Fauth has commissioned the construction of a new Maxi72, designed by Botin & Partners, to be launched mid summer 2018.



Class Manager

Rob Weiland

Rob Weiland is the Maxi72 Class Manager. With class members being both Maxi72 as well as IMA members, Rob is in close contact with the IMA staff to streamline the Maxi72 activities and scheduling. The Maxi72 Class and the Maxi72 Rule were established in 2015. At the same time the IMA Rule was revised to introduce the affiliated and associated classes. Since then each year both rules have been upgraded in close cooperation with the members of both entities.

The IMA and the Maxi72 aim to offer a good variety of events in 2018. The 2018 Maxi72 Overall Trophy attempts to structure the class racing and is based on a mix of offshore and coastal events including of course the Maxi72 World Championship. The main focus in 2018 is on participating in existing events in the Med like in Capri, Palma Mallorca, St. Tropez and Porto Cervo.

WEBSITE

Maxi72 Class: www.maxi72.com

Class Manager & Chief Measurer

Rob Weiland

Mobile: +31 622549566 | Skype: kleiwaar | Mail: maxi72@internationalmaxiassociation.com



MEMBERS AND BOATS

Regular Membership is limited to IMA Members who are the principal owner of a Maxi72 in commission or under construction.

BELLA MENTE - Hap Fauth

CANNONBALL - Dario Gianandrea Ferrari

CAOL ILA R - Alex Schaerer

JETHOU - Sir Peter Ogden

MOMO - Dieter Schön

PROTEUS - George Sakellaris

2018 RACE CALENDAR

February 19 (start)

RORC Caribbean 600

April 9 - 14

Les Voiles St. Barth

May 16 - 19

Rolex Capri Sailing Week

June 8 - 11

Rolex Giraglia (inshore races)

June 13 (start)

Rolex Giraglia (offshore race)

July 28 - August 4

Copa del Rey

September 2 -8

Rolex Maxi72 World Championship

October 20 (start)

Rolex Middle Sea Race

MAXI 72 OVERALL TROPHY 2018

Best 2 events of:

- Les Voiles de Saint-Barth
- Rolex Capri Sailing Week
- Giraglia Rolex Cup (inshores)
- Copa del Rey MAPFRE

Best offshore result of the:

- RORC Caribbean 600
- Giraglia Rolex Cup (offshore)
- Rolex Middle Sea Race
- + Rolex Maxi 72 World Championship

J Class Association

IMA affiliated Class

Six teams assembled for the first ever J Class World Championship, with racing held August 22 to 26, 2017 in Newport, RI, where J-Class yachts made their America's Cup debut way back in 1930.

Ranging from 129 to 143 feet, Hanuman, Lionheart, Ranger, Svea, Topaz and Velsheda competed over five days. This spectacular event was organized by the New York Yacht Club in association with the J- Class Association and the International Maxi Association, as a consequence of the J Class joining the IMA as an affiliated class.

Lionheart, the owner driven Dutch-flagged modern day Ranger descendant, won the title of J-Class World Champion, displaying solid consistency across all seven races sailed by the six boat inaugural world championship fleet.

Lionheart also won the "Terry Kohler Trophy", as the 2017 J Class season champions, a new trophy which aggregates the results of the St Barth's Bucket, the America's Cup J-Class Regatta and this first ever J Class World Championship. The J Class Worlds concluded with the prize giving at the New York Yacht Club's Harbour Court.



J CLASS ASSOCIATION | Calendar 2018

www.jclassyachts.com

15 - 18 March

St. Barths Bucket Regatta
(St. Barth)

20 - 23 June

Superyacht Cup Palma
(Palma de Mallorca)

2 - 8 September

Maxi Yacht Rolex Cup
(Porto Cervo)

29 September - 7 October

Les Voiles de St. Tropez
(St. Tropez)

www.jclassyachts.com



Photo - David Robinson

IMA Boat of the Year

Since 2013 the Association has awarded a special prize to the IMA boat that has achieved the best performances during the year.

The "IMA Boat of the Year" Trophy is awarded during the IMA Annual Gala Dinner held during the Maxi Yacht Rolex Cup in Porto Cervo.

At the 2017 IMA Dinner, George David's **Rambler 88** was announced as IMA Boat of the Year 2016, based on her results for that season. Owner George David was presented with his prize by IMA President Thomas Bscher.



IMA Boat of the Year 2013

RÁN 5

owner Niklas Zennström

IMA Boat of the Year 2014

ROBERTISSIMA

owner Roberto Tomasini Grinover

IMA Boat of the Year 2015

MOMO

owner Dieter Schön

IMA Boat of the Year 2016

RAMBLER 88

Owner George David

Mediterranean Maxi Offshore Challenge

To be awarded to the maxi yacht with the best 3 out of 5 races

The 2018 IMA Mediterranean Maxi Offshore Challenge got underway in October with its first event, the Rolex Middle Sea Race. IMA member George David onboard Rambler 88 claimed Rolex Middle Sea Race line honours for a third consecutive year, on this occasion finishing in an elapsed time of 57 hours 48 minutes 9 seconds. This was outside of the 47 hours 55 minutes and 3 seconds record David and his crew had set on the original 90ft Rambler a decade earlier.

The **2018 IMA Mediterranean Maxi Offshore Challenge** continues in 2018 with:

- 11 May - Regata dei Tre Golfi 2018** (Naples, Italy to Capri, via Ponza and Li Galli)
- 31 May - 151 Miglia** (Livorno, Italy to Punta Ala leaving Giraglia and Elba to port and Spargiviero to starboard)
- 13 June - Giraglia Rolex Cup** (Saint Tropez, France to Genoa, Italy via Giraglia rock)
- 21 August - Palermo to Montecarlo Race** (Palermo, Italy to Montecarlo)

Winner of the 2018 IMA Mediterranean Maxi Offshore Challenge will be the maxi yacht scoring the highest results across 3 of the 5 events. The prize will be presented to the winner at the International Maxi Association Gala Dinner in Porto Cervo during September 2018's Maxi Yacht Rolex Cup.



Maxi Yacht World Championship Results

| | | | | |
|------|-------------------------------|---------------------|-----------|--------------------------------|
| 1980 | BUMBLEBEE 4 | A. Kalbetzer | Australia | |
| 1981 | KIALOA IV | J.B. Kilroy | USA | |
| 1983 | KIALOA IV | J.B. Kilroy | USA | |
| 1985 | BOOMERANG | G. S. Coumantaros | USA | |
| 1987 | KIALOA IV | J.B. Kilroy | USA | |
| 1988 | IL MORO DI VENEZIA III | R. Gardini | ITA | |
| 1989 | LONGOBARDA | G. Varasi | ITA | |
| 1990 | MATADOR 2 | W. Koch | USA | |
| 1991 | MATADOR 2 | W. Koch | USA | |
| 1995 | SAGAMORE | B. Dolan | USA | |
| 1996 | BOOMERANG | G. S. Coumantaros | USA | |
| 1997 | SAYONARA | L. Ellison | USA | I.L.C. Maxi World Championship |
| | MORNING GLORY | H. Plattner | GER | |
| 1998 | SAYONARA | L. Ellison | USA | I.L.C. Maxi World Championship |
| 1999 | SAYONARA | L. Ellison | USA | I.L.C. Maxi World Championship |
| | BOOMERANG | G. S. Coumantaros | USA | |
| 2000 | ALEXIA | A. Roemmers | ARG | |
| 2001 | ALEXIA | A. Roemmers | ARG | Racing Division |
| | UNFURLED | H. Macklowe | USA | Cruising Division |
| | VAE VICTIS | A. Grande | ITA | Wally Division |
| 2002 | ALEXIA | A. Roemmers | ARG | Racing Division |
| | ADELA | G. Lindemann | USA | Classic Cruisers |
| | VIRIELLA | V. Moretti | ITA | Cruising Division |
| | MAGIC CARPET | L. Owen - Jones | FRA | Wally Division |
| 2003 | ADELA | G. Lindemann | USA | Spirit of Tradition |
| | WALLYNO | L. Bassani Antivari | MON | Wally Division |
| | ALFA ROMEO | N. Crichton | AUS | IRC Division |
| | IDEA SAI | R. Raiola | ITA | IMS Division |
| 2004 | ALEXIA | A. Roemmers | ARG | Wally Division |
| | PYEWACKET | R. Disney | USA | Racing Division |
| | MISTER A | A. Pagani | ITA | Cruising Division |
| 2005 | ADELA | G. Lindemann | USA | Spirit of Tradition |
| | UNFURLED | H. Macklowe | USA | Cruising Division |
| | Y3K | C.P. Offen | GER | Wally Division |
| | BLACK DRAGON | O. Happel | GER | Racing Division |
| 2006 | MAGIC CARPET 2 | L. Owen - Jones | FRA | Wally Division |
| | ALFA ROMEO | N. Crichton | NZL | Racing Division |
| | ATALANTA II | C. Puri Negri | ITA | Mini Maxi Division |
| | ROMA | F. Faruffini | ITA | Maxi C Division |
| | HETAIROS | O. Happel | CAY | Spirit of Tradition |
| | UNFURLED | H. Macklowe | USA | Cruising Division |
| 2007 | J ONE | J.C. Decaux | FRA | Wally Class |
| | MORNING GLORY | H. Plattner | GER | Racing Class |
| | RANGER | Rsv Ltd | CAY | Cruising Class |

| | | | | |
|------|--------------------------------|-------------------------------|-----|-------------------------------------|
| 2008 | ALLSMOKE | G. Herz | GER | Mini Maxi Class – IRC |
| | ATALANTA II | C. P. Negri | ITA | Mini Maxi Class – ORC |
| | MAGIC CARPET 2 | L. Owen – Jones | FRA | Wally Division |
| | NUMBERS | Meyers/Bertarelli | USA | Mini Maxi Division – IRC |
| 2009 | ADS GLEN | Miani/Benussi | ITA | Mini Maxi Division – ORC |
| | RANGER | Rsv Ltd | USA | Cruising Division |
| | RAMBLER | G. David | USA | Racing Division |
| | Y3K | C.P. Offen | GER | Wally Division |
| 2010 | ALFA ROMEO | N. Crichton | NZL | Mini Maxi Racing |
| | WHISPER | M. Cotter | IRL | Mini Maxi Racing/Cruising |
| | VELSHEDA | Tarbat Inv. | GBR | Cruising/Spirit of Tradition |
| | Y3K | C.P. Offen | GER | Wally Division |
| 2011 | ESIMIT EUROPA 2 | I. Simčič | SLO | Racing and Racing/Cruising Division |
| | AEGIR | B. Benjamin | GBR | Mini Maxi Racing/Cruising Division |
| | HETAIIROS | O. Happel | CAY | Supermaxi division |
| | Y3K | C.P. Offen | GER | Wally Division |
| 2012 | DSK PIONEER INVESTMENTS | D. Salsi | ITA | Maxi Racing/Cruising division |
| | HIGHLAND FLING | I. Laidlaw | MON | Maxi Racing division |
| | NILAYA | F. Balcaen | GBR | Supermaxi division |
| | ESIMIT EUROPA 2 | I. Simčič | SLO | Maxi Racing division |
| 2013 | NILAYA | F. Balcaen | GBR | Supermaxi division |
| | MAGIC CARPET 2 | L. Owen – Jones | GBR | Wally Division |
| | AEGIR | B. Benjamin | GBR | Maxi Racing division |
| | ALTAIR by Robertissima | P. Scerni / R. Tomasini | ITA | Maxi Racing/Cruising division |
| 2014 | NILAYA | F. Balcaen | GBR | Supermaxi division |
| | J ONE | J.C. Decaux | GBR | Wally Division |
| | VELSHEDA | Tarbat Inv. | GBR | J–Class Division |
| | HIGHLAND FLING XI | Lord Irvine Laidlaw | MON | Maxi Division |
| 2015 | FIREFLY | Eric Bijlsma | NED | Supermaxi Division |
| | MAGIC CARPET 3 | Sir Lindsay Owen-Jones | GBR | Wally Division |
| | LIONHEART | Stichting Lionheart Syndicate | GBR | J–Class Division |
| | LUPA OF LONDON | J. Pilkington | GBR | Mini Maxi RC Division |
| 2016 | OPEN SEASON | T. Bscher | GER | Wally Division |
| | INOUI | M. Vogele | SUI | Supermaxi Division |
| | WINDFALL | M. Cotter | IRL | Maxi RC Division |
| | H20 | R. de Michele | ITA | Mini Maxi RC Division |
| 2017 | SUPERNIKKA | R. Lacorte | ITA | Mini Maxi R Division |
| | OPEN SEASON | T. Bscher | GER | Wally Division |
| | WIN WIN | K. Schindelbauer | CAY | Supermaxi Division |
| | LEOPARD 3 | M. Slade | GBR | Maxi Racing Division |
| 2018 | MY SONG | P. L. Loro Piana | FRA | Maxi RC Division |
| | WALLYNO | B. de Froidmont | LUX | Mini Maxi RC Division |
| | ATALANTA II | C. A. Puri Negri | ITA | Mini Maxi R Division |
| | GRANDE ORAZIO | M. Florio | ITA | Southern Wind Division |
| 2019 | RIBELLE | S. Trifirò | MLT | Supermaxi Division |
| | HIGHLAND FLING 11 R | I. Laidlaw | MON | Maxi Division |
| | JETHOU | P. Ogden | GBR | Mini Maxi Racing Division |
| | SUPERNIKKA | R. Lacorte | ITA | Mini Maxi RC Division 1 |
| 2020 | H20 | R. de Michele | ITA | Mini Maxi RC Division 2 |
| | GALATEIA | D. Leuschen | CAY | Wally Division |

IMA Offshore Trophy

| | | | |
|------|---------------|--------------|-----|
| 2009 | ALEGRE | A. Soriano | GBR |
| 2010 | ALEGRE | A. Soriano | GBR |
| 2011 | ALEGRE | A. Soriano | GBR |
| 2012 | JETHOU | Sir P. Ogden | GBR |



Rolex Maxi72 World Championship

| | | | |
|------|--------------------|----------|-----|
| 2015 | BELLA MENTE | H. Fauth | USA |
| 2016 | BELLA MENTE | H. Fauth | USA |
| 2017 | MOMO | D. Schön | BVI |

Mini Maxi World Championship

| | | | |
|------|--------------------|--------------|-----|
| 2010 | BELLA MENTE | H. Fauth | USA |
| 2011 | RÁN 2 | N. Zennström | GBR |
| 2012 | BELLA MENTE | H. Fauth | USA |
| 2013 | RÁN 2 | N. Zennström | GBR |
| 2014 | ALEGRE | A. Soriano | GBR |



IMA Members records

MIDDLE SEA RACE 1978

3 days, 7 hours, 20 minutes

GIRAGLIA 1984

1 day, 3 hours, 24 minutes

FASTNET RACE 1985

2 days, 12 hours, 41 minutes, 15 seconds

ROLEX SYDNEY to HOBART 1996

2 days, 14 hours, 7 minutes, 10 seconds

GIRAGLIA ROLEX CUP 2003

22 hours, 13 minutes, 48 seconds

ROLEX SYDNEY to HOBART 2005

1 day, 18 hours, 40 minutes, 10 seconds

TRANSATLANTIC MAXI YACHT ROLEX CUP 2007

10 days, 14 hours, 1 minute, 48 seconds

ROLEX FASTNET RACE 2007

2 days, 1 hour, 3 minutes, 21 seconds

ROLEX MIDDLE SEA RACE 2007

1 day, 23 hours, 55 minutes, 3 seconds

BUENOS AIRES TO RIO 2008

4 days, 9 hours, 55 minutes, 45 seconds

GIRAGLIA ROLEX CUP 2008

18 hours, 3 minutes, 15 seconds

TRANSATLANTIC MAXI YACHT CUP 2011

8 days, 10 hours, 58 minutes, 30 seconds

GIRAGLIA ROLEX CUP 2012

14 hours, 56 minutes, 16 seconds

MONACO - PORTO CERVO SPEED RECORD 2012

10 hours, 13 minutes, 42 seconds

TRANSATLANTIC SUPERYACHT AND MAXI REGATTA 2012

7 days, 8 hours, 59 minutes, 12 seconds

RORC TRANSATLANTIC RACE 2014

11 days, 1 hour, 38 minutes, 55 seconds

VOLCANO RACE 2016

1 day, 14 hours, 20 minutes, 18 seconds

VOLVO ROUND IRELAND RACE 2016

2 days, 2 hours, 24 minutes, 9 seconds

MISTRESS QUICKLY

W. Whitehouse - Vaux

BENBOW

Claudio Recchi

BOOMERANG

George S. Coumantaros

MORNING GLORY

Hasso Plattner

ALFA ROMEO

Neville Crichton

WILD OATS XI

Robert Ian Oatley

NARIIDA

Morten Bergesen

RAMBLER

George David

RAMBLER

George David

RAMBLER

George David

ALFA ROMEO

Neville Crichton

HETAIROS

Otto Happel

ESIMIT EUROPA 2

Igor Simčič

ESIMIT EUROPA 2

Igor Simčič

RÁN LEOPARD

Niklas Zennström

LUPA OF LONDON

Jeremy Pilkington

RAMBLER 88

George David

RAMBLER 88

George David



Photo - Matteo Bertolin







Photo - Onne van der Wal

Collaborating Yacht Clubs



Yacht Club Costa Smeralda

The Yacht Club Costa Smeralda was founded in 1967 in Porto Cervo, Italy, by current President H.H. the Aga Khan and a group of founder-members as a non-profit sporting association for fellow sailing enthusiasts.

The YCCS is renowned for organizing international sailing events such as the Maxi Yacht Rolex Cup, the Audi Sailing Week - 52 Super Series and the Rolex Swan Cup as well as World and European championships for top one-design fleets. In recent years the Club has focused on promoting new superyacht events - the Loro Piana Superyacht Regatta and the Perini Navi Cup. The Club also promoted the first Italian challenge for the America's Cup in 1983 with "Azzurra" which became a legendary Italian brand and was re-launched in 2009 with a victorious participation in the Louis Vuitton Trophy in Nice and continued with several victories of the TP52 "Azzurra" in the 52 Super Series. In 1992 the YCCS launched the motoryacht "Destriero", which still holds the transatlantic crossing record set that year.

Since its foundation YCCS has been one of the most active promoters of maxi yacht regattas: the first edition of the Maxi Yacht Championship was held in Porto Cervo in 1980.

The IMA and YCCS have been closely associated for more than 30 years generating constant growth in events and activities and maintaining the Maxi Yacht Cup in Porto Cervo as the key annual event.

The YCCS continues to expand its activities and in 2012 inaugurated its winter base in Virgin Gorda. The Club now runs regattas year-round on both sides of the Atlantic and in 2017, the 50th anniversary of the Club's foundation, a new initiative was launched, "One Ocean", in which YCCS added its voice to the global conservation effort.





Yacht Club de Monaco

On 19 May 1953, Prince Rainier III of Monaco founded the Yacht Club de Monaco. It was a natural evolution for the “Société des Régates”, established in 1888, with the aim being “to develop, encourage, and serve the promotion of the Principality in the Yachting sector”. That is still the case today, as it was in 1984, when H.S.H. Prince Albert II of Monaco agreed to be its President.

Prince Albert II of Monaco developed the sporting side of the YCM, therefore reinforcing the existing youth regatta competitors educating structure, particularly its light sailing section and by creating new international events: the Primo Cup which stood out as the biggest gathering of monotype yachts in the Mediterranean Sea, the transatlantic race Monaco–New York and the Formula 40 ‘ Grand Prix. Persuaded that the reading of past is a key for the construction of the future, H.S.H. Prince Albert II also put the emphasis on classic Yachting with the organization from 1994 of the Monaco Classic Week, the creation and coordination during five years of a unique circuit for vintage and classic yachts, the Prada Challenge for Classic Yachts, without forgetting the acquisition of *Tuiga* in 1995, since becoming the flagship of the YCM.

In 2005 the “La Belle Classe” label was launched, with the aim of respecting the yachting “etiquette”, the safeguard of the natural environment, preservation of our heritage for classic yachts and innovation for luxury yachting.

The Yacht Club de Monaco’s new building has been designed by world-renowned architects Foster Partners, led by Chairman and Founder Lord Foster. To date, the Yacht Club de Monaco has 1,600 members representing 66 nationalities - and all activities linked to yachting.



Royal Malta Yacht Club

Founded in 1835, the Royal Malta Yacht Club is the leading yacht club in Malta. For many years the Club leased impressive but slightly inconvenient facilities in the castle on Manoel Island. In 2009 the RMYC moved to purpose built waterfront clubhouse in Ta’Xbex, in a great location for views of Marsamxett harbour; as well as the historic battlements and churches of Valletta. The new clubhouse has a nice bar, restaurant and a fitness centre.

The flagship event for the RMYC is the Rolex Middle Sea Race held every October - run in association with the Royal Ocean Racing Club.

The 2016 edition of the Rolex Middle Sea Race started from Grand Harbour on Saturday 22nd October with 107 boats in the fleet: spectacular as ever from the bastions of Fort St. Angelo. George David’s maxi Rambler 88 crossed the finish line to take monohull line honours at 02:18:26 CET on Tuesday 25th October in an elapsed time of 02 days 14 hours 03 minutes 26 seconds, while Vincenzo Onorato’ Cookson 50 *Mascalzone Latino* was soon after announced the overall winner of the 37th Rolex Middle Sea Race.

In 2017 american George David’s Rambler 88 claimed Rolex Middle Sea Race line honours for a third consecutive year, on this occasion finishing in an elapsed time of 57 hours 48 minutes 9 seconds. This was outside of the 47 hours 55 minutes and 3 seconds record David and his crew had set on the original 90ft Rambler a decade earlier.



Real Club Náutico de Palma

Founded in 1948, the Real Club Náutico de Palma is probably the leading yacht club amongst the Spanish yacht clubs with a major interest in yacht racing. They have superb facilities including a large marina, clubhouse and a reputation for good race management for Olympic, dinghy and yacht racing. The RCNP runs each year 4 important regattas: the *Trofeo Ciutat de Palma* for youngster and junior sailors, which has achieved its 67th anniversary in 2017; the Princess Sofia Trophy, the only Spanish event included in the exclusive European World Sailing Circuit for Olympic classes; the *Copa del Rey*, sponsored by Mapfre, which has been held for the last 36 years and it has become a world-renowned regatta for both professional and Corinthian yacht racing. The latest addition to their program is the *PalmaVela*, sponsored by Sail Racing, which opens the Mediterranean sailing season in May.

The Club is proud this regatta has brought the maxi yachts back to Palma and thereby revived the relationship of the RCNP with the International Maxi Association. The RCNP is eager to welcome the International Maxi Association, members and Maxi owners on the occasion of the 15th edition of *PalmaVela* (3 - 6 May, 2018), and the 37th *Copa del Rey* (28 July - 4 August, 2018).



Yacht Club Italiano

The history of Yacht Club Italiano dates back to the end of the nineteenth century, when Vittorio Augusto Vecchi and a group of sailing enthusiasts, including H.M. the King Umberto I, founded the Royal Yacht Club Italiano in Genoa. Since its inaugural regatta on 8th August 1880 the aims of the YCI have always been to promote the sport of yachting, organize national and international regattas and cruises, and educate young sailors.

Among hundreds of successful events, remarkable are the gold medal awarded to the 8 metre "*Italia*" at the XI Olympic Games (Kiel 1936) and the participation of the 12 metre yacht "*Italia*" in the 1987 America's Cup. Over the years, the Yacht Club Italiano has continued to consolidate its international profile: by reciprocal relationships the YCI has established close ties with some of the principal European yacht clubs. Beppe Croce, YCI President for 28 years, subsequently became the first ISAF (now WS) President from a non-english speaking Country.

The Yacht Club Italiano currently boasts 1,200 members and 295 yachts fly the Club's pennant. President is Nicolò Reggio.

The YCI is "house" of the Giraglia Rolex Cup, that will take place from 8 to 16 June. The Maxi 72 *Momo* (GER) has claimed line honours at the 2017 event. Arriving in Genoa at 21:39.04 local time on Thursday 15 June, Dieter Schön and his crew completed the 65th edition of the historic offshore race in 32 hours, 52 minutes and 4 seconds. *Momo* prevailed after an epic tussle throughout the 241-nm race with fellow Maxi 72 *Caol Ila R*, who crossed the finish line a mere eight minutes later.

The Giraglia offshore race is part of the IMA Mediterranean Maxi Offshore Challenge.



New York Yacht Club, Harbour Court, RI

The very first edition of the Maxi 72 North American Championship was held in June 2016 and hosted in Harbour Court, Newport, New York Yacht Club' on-the-water clubhouse in Rhode Island. In August 2017 the same Clubhouse hosted the very first J Class World Championship.

Overlooking Brenton's Cove, the mansion was completed in 1906 for the John Nicholas Brown family. John Nicholas Brown was commodore of the NYYC from 1952-54, and after his death (in 1979) the NYYC purchased the property in 1987.

The Newport clubhouse enabled the NYYC to host a variety of competitions and reaffirm the Club's leadership role in Corinthian yacht racing. One of the most prestigious events now held at Harbour Court since 2009 is the biennial Rolex NYYC Invitational Cup with participation from leading yacht clubs from all over the world.

The NYYC Manhattan headquarters is located on 44th Street in New York City. The building houses the social, library, archives and administrative functions of the club.



RORC (Royal Ocean Racing Club)

Established in 1925, The Royal Ocean Racing Club (RORC) is based in St James' Place, London and Cowes, Isle of Wight. The Club became famous for the biennial Fastnet Race and the international team event, the Admiral's Cup. It organises an annual series of domestic offshore races from its base in Cowes as well as inshore regattas such as the RORC Easter Challenge and IRC National Championships in the Solent.

The RORC works with other yacht clubs to promote their offshore races and provides marketing and organisational support. The RORC Caribbean 600 based in Antigua and the first offshore race in the Caribbean, has been an instant success.

In co-operation with the French offshore racing club, UNCL, RORC is responsible for IRC, the principal international handicap system for yacht racing worldwide.

In 2014 the RORC extended its organisational expertise by creating the RORC Transatlantic Race from Lanzarote to Grenada in November. The 2017 edition saw a record 23 yachts representing nine different nations. Monohull line honours were secured by Ludde Ingvall's Australian Maxi "CQS" and his multinational crew. Eric de Turckheim's French Nivelte-Muratet 54 "Teasing Machine" was declared the overall winner of the 2017 RORC Transatlantic Race and was awarded the RORC Transatlantic Race Trophy at Camper & Nicholson's Port Louis Marina in Grenada.



Circolo della Vela Sicilia

The Circolo della Vela Sicilia, established in 1933, is one of the oldest sailing clubs in the Mediterranean.

In its long history, the Circolo della Vela Sicilia has hosted several prestigious national and international regattas: the Italian and European Championships of the Star and J24 classes,

the Absolute Italian Championships of the Olympic classes, the Italian Championships Dinghy 12p class and several local regattas of the Optimist and Laser classes.

In 2011, the Circolo Vela Sicilia entered the élite of sailing world by challenging for the 34th America's Cup with team Luna Rossa who, racing under the burgee of Palermo's yacht club, reached the final of the Louis Vuitton Cup. In 2014, in the same year the CVS celebrated its 80th anniversary, the Circolo della Vela Sicilia was once again chosen by Patrizio Bertelli to be the challenger yacht club for Luna Rossa team.

In 2005 the Circolo della Vela Sicilia established the offshore race "Palermo-Montecarlo", which has become a classic Mediterranean offshore race. Since 2016 the Palermo-Montecarlo has been part of the "IMA Mediterranean Maxi Offshore Challenge": the 2018 race will start from Palermo on August 21st.

The Circolo Vela Sicilia is the Challenger of Record for the 2021 America's Cup.



Yacht Club Capri

The Yacht Club Capri was established in 1999 in the beautiful Capri island, with the aim of promoting nautical and sailing sporting activities. One of the club's primary objectives is to draw the local population closer to sailing. Given the goal, in 2001 the Club opened a Sailing Academy for children and adults: in 2008, thanks to the support of the Italian Sailing Federation (FIV) the club started an important collaboration with local schools drawing more and more youngsters closer to this fascinating sport.

The headquarters of the YCC are strategically located in the heart of the Marina Grande. A winter office is open all year round near the famous Capri's *Piazzetta*.

The 2018 event will run from May 11 to 19 and it is organised by Circolo del Remo e della Vela Italia (CRVI) with Yacht Club Italiano and Yacht Club Capri, under the patronage of the Federazione Italiana Vela (FIV).



Circolo del Remo e Vela Italia

Following the introduction to the IMA Mediterranean Maxi Offshore Challenge of its fifth event – the "Regata dei Tre Golfi" – that now forms part of Rolex Capri Sailing Week acting as a feeder race to it from Naples – this year's Rolex Capri Sailing Week formally opens on May 11th with the start of the Tre Golfi Race at midnight from Naples.

Now at her 64th edition, "Regata dei Tre Golfi" is run by the Circolo del Remo e della Vela Italia (CRV Italia), one of the oldest Italian yachts clubs, founded in 1889 and since its inception based in Naples, at Marina of Santa Lucia.

The format for the Regata dei Tre Golfi begins with a Gala Dinner at the CRV Italia clubhouse in Naples. Following the dinner, the start of the race takes place at midnight from beneath Naples' magnificent *Castel dell'Ovo*. The 150-mile course takes the fleet around islands in the bays of Naples, Salerno and Gaeta (the three gulfs!) before finishing in Capri.

Maxi crews will be gunning for the *Coppa Gustavo d'Andrea*, the Regata dei Tre Golfi's prize for line honours.

IMA Team & Contacts



Secretary General

The role is covered by **Andrew J. McIrvine** who was appointed at the Annual General Meeting in September 2013. The Secretary-General represents the Association for all purposes and objectives indicated in the Statute. He is also responsible for the Administration of the Association. He maintains the contacts with the Members, with the International Bodies and with the Organising Authorities of the various events.

sg@internationalmaxiassociation.com



Race Secretariat

Monica Recchia has taken on the role in 2016 working from her office in Ibiza, Spain. She maintains the contacts with the Members and skippers for all IMA related events, works with the various Organizing Authorities to insure application of the IMA rules and standards, and works with the ATO on rating certificates, scoring and results.

info@internationalmaxiassociation.com



Association Technical Office

James Dadd oversees the Association Technical Office which is responsible for reviewing and approving, on behalf of the IMA, all rating certificates. The office also conducts measurement checks and controls, maintains relationships with the ORC and IRC Rating Authorities. The Office also ensures compliance with the IMA Class Rules and provides technical services to Organising Authorities that conduct racing for IMA Members, as well as other recognized IMA events on the racing schedule.

technicaloffice@internationalmaxiassociation.com



Communications & PR

Maria Luisa Farris, journalist, is in charge for managing the IMA internal and external communications & PR, and social events. She works from her office in Sardinia, Italy, and reports directly to the Secretary-General. She manages media relations and is responsible for updating the IMA website and for all editorial projects and printed materials.

communications@internationalmaxiassociation.com



Maxi 72 Class Manager

Rob Weiland is the Maxi 72 Class Manager. The Maxi 72 Class is affiliated with the IMA so its members belong to both the Maxi 72 Class and the IMA. Therefore Rob is in close contact with the IMA staff to streamline the Maxi 72 Class activities.

maxi72@internationalmaxiassociation.com



Accountancy

Donatella Gianni is the financial administrator of the Association. She looks after the day-to-day administration and accounts, as well as the membership and entry fees. She does the same for the M72 class.

administration@internationalmaxiassociation.com

International Maxi Association c/o Yacht Club Costa Smeralda
Via della Marina - 07021 Porto Cervo (OT) - Italy
www.internationalmaxiassociation.com

IMA By-Laws

As amended at the Annual General Meeting of September 2012

NAME AND SEAT

Article 1

Under the name INTERNATIONAL MAXI ASSOCIATION, this is a non-profit Association governed by the present By-laws and by art. 60 - and articles subsequent - of the Swiss Civil Code.

The Association was set up in Geneva, on August 7th, 1979, under the name "International Class A Yacht Association" (ICAYA).

The seat of the Association is in Geneva.

Its administrative office may be located anywhere else, in Switzerland or abroad.

PURPOSE

Article 2

The purpose of the Association is:

2.1 The encouragement of amateur yacht racing, organisation of Corinthian sailing, match races, regattas and competitions for the sailing yachts of the Categories indicated in Class Rules. Yacht racing to be governed by the rules of the "International Sailing Federation" (ISAF). Events to be organised by the Association jointly with recognised Yacht Clubs.

2.2 To undertake all necessary steps with International and National Authorities and sailing organisations in order to ensure and co-ordinate the achievement of the purpose stated above.

2.3 The promotion of social activities among Members of the Association.

2.4 To review the application of handicap and measurement rules for yachts of the Categories indicated in Class Rules and to establish appropriate regulations to be applied at IMA events.

MEMBERSHIP

Article 3

3.1 Any person over the age of 18 years may become a member of the Association in accordance with the provisions hereinafter set forth.

3.2 The Association includes:

- Founding members;
- Members (active or non-active);
- Honorary Members: persons elected according to the procedure set in art. 4 below, who, in the opinion of the Members or in the opinion of the Officers are able to assist in the development and aims of the Association. The Honorary Members have no voting rights and do not pay annual subscriptions.

The Association may accept new Members at any time.

ADMISSION

Article 4

4.1 Candidates for membership must be proposed in

writing by one Member and seconded by another one having voting rights (art. 10 below). The proposal should be forwarded to the Secretary General accompanied by letters from the proposer and seconder which should state for how long and to what extent the candidate has been known by them. The proposal should contain the full name of the candidate, his address, nationality and profession, name of the yacht owned and other clubs of which the candidate is a member.

4.2.1 The candidate must be the owner of a boat included in the categories mentioned in Class Rules.

4.2.2 The candidate must show to the Secretary General written proof that he has contracted the building or the purchase of a sailing yacht of the categories mentioned in Class Rules, to be delivered to him within twelve months from the date of the candidature.

4.2.3 Should the new-built yacht as referred to above not be completed within the prescribed time, the building time may be extended for a period not exceeding six months. Should the yacht not be completed within 18 months from the date of the candidature, membership is ipso facto cancelled.

4.2.4 The candidate must show to the Secretary General written evidence that he has contracted bare boat charter of a sailing yacht of the categories mentioned in Class Rules for a period of twelve months from the date of the candidature or for a period of time lapsing upon the delivery to the candidate of yacht to be purchased or built in compliance with the art. 4.2.2 or 4.2.3 above.

4.3 As soon as possible after receiving the proposal for membership, the Secretary General shall advise the members with voting right by mail, fax or email of the proposal and request them to vote in favour of or against the election of the candidate by letter, fax or email within 30 days of the Secretary General's original notification. Members failing to vote within the thirty days period shall be deemed to have voted in favour of the candidate's proposal.

4.4 After the period of 30 days referred to above, the Secretary General shall submit the proposal to the Officers and, provided that there has been no adverse vote from any member with voting rights, the candidate's election shall be confirmed. The Secretary General informs the candidate by mail, requesting payment of the subscription. In case of one adverse vote, the candidature may not be presented again within a period of two years.

4.5 In case of a qualifying yacht having more than one owner, all co-owners must be members of the Association.

RESIGNATION, DECEASE, EXPULSION

Article 5

A member shall cease to be a member of the Association:

5.1 Upon notification in writing to the Secretary General of the member's intention to terminate membership, with or without notice. The resigning member shall pay the annual fee. The annual fee already paid will not be reimbursed.

5.2 Upon death.

5.3 Upon bankruptcy.

5.4 Upon expulsion, if the conduct of any member is considered, in the opinion of the other members, to be injurious to the character or interests of the Association or makes him unworthy to belong to it. However, the resolution of expulsion cannot be taken before such member has had the possibility to offer an explanation either orally or in writing to the Secretary General and to the Officers.

5.5 If the annual subscription and/or possible additional contributions (art. 16.3) is in arrears for a period of six months after the Annual General Meeting at which the subscription was determined or the additional contribution was requested.

The resolution of expulsion is at Members' discretion and no appeal shall be granted. The motives need not be indicated. The notice of expulsion shall be sent in writing to the member's last known address.

ORGANS

Article 6

The organs of the Association are:

- The General Meeting of the Members;
- The Officers;
- The Secretary General;
- In case of appointment, the Auditors.

ORDINARY GENERAL MEETING

Article 7

7.1 The Ordinary General Meeting takes place every year at the date and place set by the Officers, within nine months following the closing of the financial year.

7.2 All members are called individually by the Secretary General at least thirty (30) days in advance, indicating the agenda and the names of the Officers in charge of the Association.

7.3 Unless otherwise provided for in the by-laws, the Meeting may validly deliberate if at least 51% of the Members with voting right are present or represented by proxy. Should this quorum not be reached, a second meeting shall be called where the quorum is at least 26 %.

7.4 Unless otherwise provided for in the by-laws, the resolutions are taken upon a show of hands by the majority of the members present or represented.

7.5 Proxies must be in writing (by letter, fax or email) and must be given to a member with voting rights.

EXTRAORDINARY GENERAL MEETING

Article 8

8.1 An Extraordinary General Meeting may be called at any time on the initiative of the Officers or upon re-

quest in writing to the Secretary General by - subject to art. 64 al. 3 of the Swiss Civil Code - at least three members with voting rights. The Secretary General calls the meeting according to the procedure indicated in art. 7.2 above.

8.2 The Extraordinary General Meeting cannot take resolutions if at least 51% of the members are not present or represented by proxy. Unless otherwise provided for by the by-laws, the resolutions are taken with the majority of three quarters of the members present or represented.

8.3 A resolution notified by the Secretary General and approved in writing by at least three quarters of the members with voting rights is equivalent to a resolution of the General Meeting. Art. 4.4 and art. 13.1 are reserved.

PROCEEDINGS AT GENERAL MEETING

Article 9

9.1 At all General Meetings the Chair shall be taken by the President or in his absence by one of the Vice Presidents, and in the absence of the President and Vice Presidents, the Chair shall be taken by the most senior member of the Association present.

9.2 The Chairman may, with the consent of the majority of the members present or represented, adjourn any General Meeting to another date and place. However, at the second meeting no business may be transacted other than the business left unfinished in the first meeting.

9.3 Members who were not present or represented at the original meeting shall be entitled to attend and vote at any adjournment thereof.

9.4 The Minutes of the General Meeting are edited by the Secretary General, and shall be signed by him and by the Chairman. The extracts from the Minutes are certified by the Secretary General.

VOTING RIGHT AT GENERAL MEETINGS

Article 10

10.1 Each member shall have one vote at General Meetings. However:

10.2 When a yacht is owned by two or several members (art. 4.5 above), the latter shall have only one vote per yacht.

10.3 Members who have not paid the annual subscription and/or possible additional contributions (art. 16.3 below) within the prescribed deadline are deprived from their voting right.

10.4 In compliance with art. 68 of the Swiss Civil Code, any member involved in a transaction or a legal case of the Association, or whose relatives in direct line or spouse are involved in such a case, do not have voting rights on those matters.

COMPETENCES OF THE GENERAL MEETING

Article 11

The General Meeting is the supreme body of the Association.

Its powers include:

- Approval of the Annual report of the President, of the Treasurer and of the Secretary General;
- Approval of the annual accounts;
- Release of the Officers and the Secretary General;
- Determination of the annual subscription;
- Admission and expulsion of members;
- Election and removal of the Officers, of the Secretary General and, as the case may be, of the Auditors;
- Adoption of and amendments to the by-laws and dissolution of the Association;
- Setting or approval of the racing calendar;
- Dealing of all affairs which do not fall within the competence of the other organs.
- The General Meeting also decides on motions or proposals presented by individual members with voting rights to the Secretary General at least 30 days before the date of calling.

OFFICERS

Article 12

12.1 The Officers of the Association are :

- The President;
- One Vice-President for each category;
- The Treasurer;

They are elected among the Members with voting rights.

12.2 The Officers are elected for a period of three years.

12.3 The President and the Vice Presidents may be re-elected for a second period of three years. The President and the Vice Presidents having served the maximum period, shall not be eligible for re-election as President or Vice Presidents in the three following years.

12.4 "One year" means the period between an Ordinary General Meeting and the following one.

12.5 The President shall be responsible for coordination with the Secretary General and shall preside at all social and official events of the Association. The President represents the Association at all official and social events to which the Association is invited. However, in no case shall he take upon himself any duty, office or position which are within the competence of the Secretary General.

12.6 The Vice-Presidents assist the President in the activities concerning the category they represent and shall deputize for the President if he is unable to be present at any social or official event. However, the duties that they so perform shall not exceed the duties indicated in art. 12.5 above.

12.7 The Treasurer is the supervisor for all financial management tasks entrusted to the Secretary General. He also reports to the General Meeting about the financial status of the Association and proposes to the meeting the amount of the subscriptions to be set for the current year.

12.8 In the event that an Officer's position becomes vacant, the other Officers with the procedure of Article 12.9, have the power to appoint a member with

voting rights to fill such vacancy until the next Annual General Meeting.

12.9 The Officers meet at least once per semester or more frequently if necessary. They take resolutions at the majority of the votes casted by the officers present, provided that these form the majority of the officers in charge. In case of equality of votes, the President has a casting vote. The resolutions may also be taken in the form of an approval given in writing to a proposal, unless a discussion is requested by one of the Officers.

12.10 The Officers have the widest powers to manage the Association. They may establish temporary or permanent committees with the aim of dealing with specific aspects of the life of the Association or grant mandates to third parties for specific purposes.

The Officers shall approve the sponsorship contracts proposed by the Secretary General.

SECRETARY GENERAL

Article 13

13.1 The Secretary General of the Association shall be appointed by the General Meeting for such period of time and upon such terms and conditions as the latter may think fit. The General Meeting may remove him by a resolution (taken in the meeting or by written/fax approval) gathering at least 51 % of the members with voting rights.

13.2 The Secretary General shall keep the register of the Minutes of all the meetings.

13.3 The Secretary General is responsible for the day-to-day administration of the Association in accordance with the instructions given to him by the General Meeting. The Secretary General shall keep correct accounts of all transactions and prepare a balance sheet and a profit and loss statement at the end of each financial year. He reports regularly to the Treasurer on all expenses incurred on behalf of the Association.

He represents the Association for all purposes relating to art. 2 above. He is in particular authorized to bind the Association towards Authorities and other associations or similar entities.

13.4 The Secretary General is not a member of the Association.

REPRESENTATION

Article 14

The Association is validly represented toward third parties by the individual signature of the President or the Secretary General. Further, the Officers may delegate the right of signature (individual or joint) to any other persons being members or non-members of the Association.

In any case, the right of signature on bank accounts is exercised individually by the Treasurer or by the Secretary General.

TECHNICAL CONSULTANTS

Article 15

The Officers, at the suggestion of the Secretary Gen-

eral, may appoint one or more technical consultants who, in consultancy with the Class Measurers and the appropriate international bodies (ORC, RORC, UNCL, ISAF) will act as the Association Technical Office.

RESOURCES

Article 16

16.1 The resources of the Association are derived from the subscriptions paid by the members, from donations and bequests by members and third parties and from income of activities such as sponsorship agreements.

16.2 The amount of the annual subscriptions is set so as to enable the coverage of the annual expenses and to establish an appropriate contingency fund.

16.3 The Secretary General may, subject to the President's permission, ask at any time for additional contributions from the members for specific reasons.

16.4 Any balance of funds available after the payment of all the costs incurred may be utilised as the General Meeting may think fit for the furtherance of the Association's development.

RESPONSIBILITY

Article 17

Only the Association's assets guarantee the liabilities of the Association. Any personal responsibility of the Members is excluded. The Members do not have any obligation towards the Association and third parties, except those provided for in these by-laws.

AUDITORS

Article 18

Auditors may be appointed each year by the General Meeting. Art. 69b al. 1 of the Swiss Civil Code is reserved in any case. Appointed Auditors may be re-elected indefinitely.

However, considering art. 16.3 above, the Association is obliged, in accordance with art. 69 b al. 2 of the Swiss Civil Code, to appoint Auditors in case of request by one single member.

FINANCIAL YEAR

Article 19

The annual financial year starts on January 1st and ends on December 31st of each year.

GENERAL

Article 20

Any Member may not, under any circumstances, utilize the Association, its name or events or publications, nor a yacht belonging to another member, for private or commercial personal purposes.

AMENDMENTS TO THE BY-LAWS

Article 21

21.1 Any member wishing to propose amendments to these by-laws shall do it in writing to the Secretary General at least 30 days in advance of the next Ordinary General Meeting with the secondment

of another member. The Secretary General includes the proposal in the Agenda. The proposal shall be motivated during the General Meeting by the proposing member.

21.2 The Officers may as well call at any time an Extraordinary General Meeting to propose an alteration to the by-laws.

21.3 The decision is taken with the majority of three quarters of the members with voting rights.

DISSOLUTION

Article 22

In case of dissolution, decided at the majority of three quarters of the members with voting rights, the General meeting, on proposal by the Officers, appoints one or more liquidators and specifies their powers.

ALLOCATION OF THE ASSETS

Article 23

In case of dissolution of the Association, the assets available at the end of the liquidation will be allocated to a non-profit entity with similar purposes, selected by the Officers.

SAILING RULES

Article 24

24.1 All races organized by or on behalf of the Association or which the latter takes part in, shall be governed by the Rules of the International Sailing Federation Racing Rules of Sailing.

24.2 The sailing and racing programme for the following season or seasons shall be selected or confirmed by the members with voting rights of the Association at General Meetings and the Secretary General shall make all necessary arrangements for the implementation of the sailing and racing programme. The management and control of the Association's own sailing and racing programme shall be the responsibility of the Secretary General. He shall also be responsible for co-ordination with all other Associations and other clubs organizing events in which Association boats take part as a class, as well as for the necessary administrative functions, including: Notice of Race; Sailing Instructions; Race Committee; Race Functions; Logistics; International Jury; Social Events.

PLACE OF JURISDICTION

Article 25

Any dispute which may arise, during the life of the Association and its liquidation, whether between the Members and the Association or the Officers, the Secretary General, the auditors or the liquidator, or between the members themselves concerning the activities of the Association, shall be submitted to the competent courts of the seat of the Association, save any appeal to the Swiss Federal Tribunal.

IMA Class Rules

As amended at the Annual General Meeting of September 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.

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 where applicable.

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

A.9.3 After having received the WS Building Plaque the IMA shall charge the International Class Fee to the owner of the boat concerned.

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 Helmsman Approval Panel 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 time 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 customized) 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 meters.
- (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 meters.

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 meters (unless grandfathered) and not over 24.08 meters. 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 meters and not over 30.50 meters. The Maxi fleet may be divided into Racing Category, Racing/Cruising Category and Wally Category. All categories shall have LH between 24.09 meters and LH 30.50 meters.

(3) **SUPERMAXI FLEET** including boats with LH not less 30.50 metres (100ft) and with no upper limit.

The Super Maxi fleet may be divided into Racing, Racing/Cruising, Wally and J-Class Category.

LH limits may be combined in the Racing and Racing/Cruising Categories to optimize the quality of the racing. Note: Events, with written permission of the IMA, may allow Racing Category Super Maxi's up to LH 35.5 metres to compete with the Maxi Racing Category. Similarly Wally Super Maxis may compete with Wally Maxis within the Wally Category.

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 authorized 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.5.1 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 re-measurement. In case there is no evidence of changes a boat shall not be re-measured 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.



*Unless otherwise specified,
all the photos
on the IMA Yearbook
are property of Rolex
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OVERCOME
THE GREATEST
CHALLENGES,
YOU'VE MADE
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