INTERNATIONAL MONOHULL OPEN CLASSES ASSOCIATION
IMOCA
OPEN 60 Ft CLASS RULES 2002
OPEN 50 Ft CLASS RULES 2002

The Monohull Open 50/60 feet Class was registered as **"Recognised Class"** by the **INTERNATIONAL SAILING FEDERATION** (ISAF) in 1998.

In 2001, the Open 60' Class has been registered as **"International Class"** by the **INTERNATIONAL SAILING FEDERATION** (ISAF), and the Open 50' Class has been registered as **"Recognised Class".**

The aim of these rules is to establish the restrictions, the exclusions and obligations which shall be respected by Open 50/60 foot Monohulls when taking part in offshore ocean sailing competitions. This is to ensure that the elements relative to safety are of an acceptable standard level, and at least identical for all competitors.

However, these rules are evolutive, and must be developed in such a way to encourage technological speed innovations as well as research and application for new techniques in matter of safety at sea.

Nota :

Most of articles of the Class Rules are the same for the both Classes Open 60' an Open 50'.

When a rule is specific to Open 50', it is specified in a separate article, printed in italics.

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Section A - ESSENTIAL RULES

A - 1 : TYPE OF CLASS RULES :

The Class Rules of Monohull Open 50’ or Monohull Open 60’ are open, as understood by paragraph C.3.3 of the ERS, which states that **anything not specifically prohibited, limited or imposed is permitted.**

A - 2 : ABBREVIATIONS

ISAF International Sailing Federation
MNA ISAF Member National Authority
IMOCA International Monohull Open Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing
ORC ISAF Offshore Racing Committee
ISO International Organization for Standardization
ABS American Bureau of Shipping

A - 3 : AUTHORITY

A - 3 - 1 : THE INTERNATIONAL AUTHORITY :

The international authority of the Class is **ISAF** which shall cooperate with **IMOCA** in all matters concerning these Class Rules.

A - 3 - 2 : IMOCA :

IMOCA is the association granted in agreement with **ISAF** and responsible for administering the Classes of Monohull Open 50' and Monohull Open 60', and for working and publishing the Class Rules in collaboration with **ISAF**.

All Class procedures, in particular the issue of Class Measurement Certificate, Class Insignia, and allocation of Sail Numbers are defined in the Class Regulations.

A - 3 - 3 : RACE ORGANISING AUTHORITY :

A Race Organising Authority for Monohull Open 50' and for Monohull Open 60', in accordance with RRS 87.1, shall refer to the rules of **ISAF** and of **ORC**, to the stipulations of the **MNA** to which it belongs, and to these **Class Rules**, to the exclusion of all others, when publishing the Notice of Race and the Sailing Instructions.

These Class Rules shall not be modified by an organising authority.

However, for certain competitions, the said authority, in consultation with the IMOCA Technical Committee, may require additional equipment to those prescribed in Section G-3-2 to be carried onboard, particularly concerning equipment related to safety and to communications.

A - 4 : IDENTIFICATION :

The Class insignia / logo shall be placed on both sides of the mainsail, between the headboard and the sail number.

In accordance with RRS G-1.1(c), the international association for the both classes, **IMOCA,** shall allot sail number.

RRS Appendix G is modified as follows :

- rules G-1.3(d) and G-1.3(e) may not apply.
- modification of rule G-1.2(b) : the size of nationality letters and sail numbers shall be not less than :

Height :	750 mm
Width :	500 mm (with the exception of one and India)
Thickness :	100 mm
Space between letters	150 mm.

The other requirements of Appendix G shall apply.

A – 5 : ISAF ADVERTISING CODE

The Class is registered category C.

The location of the part reserved for the event organiser may be different than required § 20.3.1 (d) (i) of the Isaf Advertising Code, providing that this location will be of the same size or the same visibility.

A - 6 : LANGUAGE

A - 6 - 1 : Official languages : In accordance with article 33 of the Constitution of **IMOCA**, english and french are the two official languages of the Class. In the case of any discrepancies about a translation, the Executive Committee will decide.

A - 6 - 2 : Obligation and permission : The words "shall" and "must" are mandatory, the words "may" and "should" are permissive.

A - 7 : INTERPRETATION

Any request for interpretation of the Class Rules shall be made in writing and shall be dealt with as defined in the **ISAF** Rules and the Class Regulations Section C - 5.
Measurement or application procedures under these Class Rules may be clarified through amendments issued by the Technical Committee.

A - 8 : CAVEATS

Boats purposely designed in strict accordance with the present Class Rules standards are strictly reserved for high level offshore competition.
Skippers' attention is thus drawn to the fact that sailing this boats is not without danger in certain conditions, and that the decision to race or not remains their sole and inescapable responsability, in accordance with article 4 of the **RRS**.

A - 9 : RESPONSIBILITY

In accordance with article 3 (c) of the **RRS** and whatever the circumstances of possible accidents, **ISAF**, any **MNA**, **IMOCA** or any official measurer may not be deemed to bear any legal liability as a result of these rules.

A - 10 : RACING RULES FOR SAILING AND EQUIPMENT RULES FOR SAILING:

These Class Rules shall be read in conjunction with the RRS and ERS, and measurements shall be taken in accordance with these unless specified.

A - 11 : DATE OF APPLICATION / DURATION OF VALIDITY OF TEXT

In conformity with the decisions of the General Meeting, and in accordance with article C-VI of the IMOCA Regulations :
- these Class Rules are applicable **from January 1st 2002**.

To allow boats already constructed to be awarded a measurement certificate, special provisions are stipulated in appendix to these rules.
- except in a matter of proven extreme urgency, and in such circumstance in consultation with the ISAF, no modification to the rules regarding essential structures and appendages (mast, keel, etc…) shall be made before the **Annual General Meeting** which closes the financial year 2004.

SECTION B – MEASUREMENT SESSION

B - 1 : MEASURERS

Official Class Measurers are listed in an appendix to the 2002 Regulations. They shall comply with the prescriptions of chapter H-1 of the **ERS**. Moreover, the data, measurements and information they collect with a view to awarding a measurement certificate shall remain confidential.

B - 2 : RESPONSIBILITY

The presence of the skipper, or of a representative of the owner of the boat is mandatory during the measurement process. This person is responsible for all necessary operations. Additionally, the provision of a complete set of plans and of all technical documentation which may be required for the awarding of a measurement certificate are the responsibility of the skipper or a representative thereof.

B - 3 : SUBMISSION OF PLANS

The skipper, or his/her representative, shall supply the Chief Class Measurer with the following documentation :

- The relevant Offset File of the hull, deck, roof and appendages.
- Flooding Calculations for each watertight compartments.
- Buoyancy Volumes longitudinal distribution diagram.
- Any other documents which the measurer shall deem necessary.

B - 4 : MEASUREMENT BOAT TRIM

B - 4 - 1 : Measurement trim : hull equipped as follow :

Shall remain fixed :

- mast(s), standing rigging including runners, spanker boom(s), downhauls, furlers for forward sail and halyards.
- fittings permanently fixed to the deck and mast(s).
- fixed layouts.
- batteries, electric circuits, piping.
- electronic equipment fixed to fittings.
- keel (s) and mast (s) positioned along the vertical axis of the boat.
- centreboards and all movable fittings at their highest position.

Shall not be onboard :

- all sails.
- portable deckware and running rigging.
- anchors, lines and chain.
- all safety gear.
- forward deck gear including any jib or spinnaker pole.
- all movable equipment.
- all supplies, fresh water and fuel containers, navigation equipment, clothes, stores, personal gear, etc…

Shall be emptied :

- all permanently fitted fresh water tanks.
- all permanently fitted fuel tanks.
- all permanently fitted water ballast tanks and associated pipes.

This procedure defines the fore and aft trim of the boat on the water. Measures of fore and aft freeboards would be recorded by the measurer.

B - 4 - 2 : Capsize trim : As above, but without :

- mast(s), standing rigging, boom(s), downhauls, foresails furlers and halyards.
- fittings permanently fixed to mast(s).

B - 5 : WEATHER MEASUREMENT CONDITIONS

Measurements taken afloat shall be in calm water; less than 15 mm ripples and less than 10 knots of wind, without current. The salinity of the water would be recorded by the measurer, and computed to 1,025 for the calculation of draught and stability.

SECTION C - HULL

C - 1 : DEFINITION

Under this rule, a monohull is defined as a boat whose flotation plane at rest or under sail remains continuous in its transversal section, and whose hull depth in any transversal section shall not decrease towards the centre-line.

C - 2 : HULL NUMBER – MODIFICATION

C – 2 – 1: Hull number – ISAF Registration : In accordance of article 9.4 of agreement ISAF/IMOCA, a hull number shall be moulded or punched into the transom of the boat. This number, delivered as described in Regulations C-4-1, will include the hull date.

C – 2 – 2 : Modification : Any modification to the boat relating to the sections and articles C, E, F, G-1 and G-2, made after the Class Certificate issue date, shall be declared in writing to the Class Chief Measurer, who will decide if new measure, partial or total re-measurement are necessary or not.
Any modification made without following this procedure will invalidate the Certificate.

C - 3 : LENGTH OVERALL

The overall length (LOA) of a 50 foot boat shall be between 40 feet (12,192m) and 50 feet (15,240m), and of a 60 foot boat greater than 50 feet but not exceeding 60 feet (18,288m).
The measurement of overall length, realised boat ashore in a trim as defined in B-4-1, include the whole hull but not spars and fittings.
The combined fore and aft spars length shall not exceed the overall length of the hull by more than 6 feet (1.829m).
A boom, with or without sail, protruding aft, is considered to be a spar which shall be measured in the axis of the boat and in the most disadvantageous position.
A bow sprit protruding beyond the bow is considered to be a spar which shall be measured horizontally from the stem of the boat to the vertical point of its overall extremity when it is extended to its maximum point beyond the bow, in the axis of the boat.

C - 4 : DRAUGHT

C – 4 – 1 : Draught for Open 60' :

In the light equipment procedure as defined in B – 4 - 1, the draught is limited to 4,50m.
Ashore measurements combined with afloat measurements shall be used to determine the maximum draught of the boat.

C – 4 – 2 : Draught for Open 50' :

In the light equipment procedure as defined in B – 4 - 1, the draught is limited to 4,10m.
Ashore measurements combined with afloat measurements shall be used to determine the maximum draught of the boat.

C - 5 : STRUCTURE OF BOAT

The boat shall be constructed in such a way as to be able to stand, without irreparable damage, the forces of nature which it is intended to have to face in the course of races classified by the **ORC** in category 0.
On request by the measurer, the architect, together with the builder, shall be in a position to produce boat structural calculations to **ISO 9000 norms**.

Mechanical resistance tests on the most demanding parts of the boat may be requested, particularly when asking for a renewal of the measurement certificate
Architects are advised to apply significant coefficients of safety, at least similar to those stipulated in the **ABS Guide**, particularly as far as the fixings of the keel and strains due to ballast are concerned. The Class Technical Committee is able to supply the relevant information on request.
The deck/hull unit shall be capable of being rendered rapidly and completely watertight by a single person acting alone. The companion way hatch shall be capable of being manoeuvred and closed in a watertight position from the inside of the boat as well as from the outside.

C – 6 : LAYOUT / EQUIPMENT

C – 6 – 1 : Crash box : a watertight box, filled with closed cell foam, capable of being destroyed in a frontal collision without endangering the integrity of the boat shall be fitted aft of the bow.

C - 6 – 2 - a : Watertight bulkheads for Open 60' : of several volumes, shall divide the boat from stem to stern, they shall be at least 5 in number and create 6 watertight compartments. They shall be not more than 5 metres apart. The first watertight bulkhead located behind the crash box shall be in accordance to rule 3.13 of ORC special regulations. The passage of various cables, pipes or ducts shall not compromise the watertight characteristic of the compartments.

C – 6 – 2 – b : Watertight bulkheads for Open 50' : *of several volumes, shall divide the boat from stem to stern, they shall be at least 4 in number and create 5 watertight compartments. They shall be not more than 5 metres apart. The first watertight bulkhead located behind the crash box shall be in accordance to rule 3.13 of ORC special regulations. The passage of various cables, pipes or ducts shall not compromise the watertight characteristic of the compartments.*

C - 6 - 3 : Watertight access hatches : In all circumstances, the boat shall be accessible from stem to stern by way of watertight hatches. These hatches shall permit, whatever the position of the boat in the water, upright or capsized, complete access to the boat, from stem to stern and inversely, with any of the compartments flooded and without any of the other compartments becoming so.

C - 6 - 4 : Escape hatch : the boat shall have an escape hatch astern, allowing access to, and exit from, the boat, whatever its position in the water.
This hatch shall be situated above the water line, whatever the position of the boat, and be provided with a closing system with interior and exterior controls operating the same locking mechanism.
Grab handles shall be fitted on the outside, above and below the escape hatch, to ease exit from the boat on to the deck, or on to the hull in the event of a capsize, and equally return to the inside.
It is strongly urged to install a floor cockpit hatch whenever possible. This hatch shall be positioned in such a way that when the boat is capsized, it does not compromise the watertight characteristics of the hull when allowing a crew member to get through it.

C - 6 - 5 : Handrail : the boat shall be equipped with a fixed handrail along the skirt or at the hull/transom junction, which acts as a grab-rail to facilitate climbing back on to the boat in the event of falling overboard.

C - 6 - 6 : Emergency transmission : the boat shall be equipped with an emergency device which, whatever the position of the boat in the water, allows the erection of a VHF aerial and transmissions from the distress beacon and the radar transponder

C - 6 - 7 : Survival fixing points : external solid anchorage points, allowing the attachment of the life raft, the watertight container, individual grab bags and distress beacons, shall be provided in the vicinity of the escape hatch.

C – 7 : UNSINKABILITY

C – 7 – 1: Essential rule : In the event of all compartments being completely flooded, the boat shall remain unsinkable.

C – 7 – 2 : Unsinkable volume : the boat shall possess a total volume for unsinkability, expressed in m3 not less than 130% of the boat displacement in m3 as recorded in F – 1.

Included in the calculation of this volume are :

- the combined volumes of any fixed elements waterproof to the water.
- 50% of the volume of the water ballast tanks.
- the combined volumes of structural lockers when they are filled with closed cell foam.
- additional buoyancy volumes of closed cell foam, non-removable, laminated, or glued directly to any part of the hull structure.

C – 7 – 3 : Longitudinal distribution of buoyancy volumes : These fixed volumes shall be proportionally distributed among each watertight compartment.

The skipper, or his/her representative, shall supply a diagram for the unsinkable volumes.

C – 8 : CANTING KEEL

When the boat is equipped with a canting keel, this shall be capable of being manoeuvred manually from the inside of the boat, whatever her position in the water.

Strong and easily removable keel angle device shall be in place on both sides and at all times to limit the canting of the keel to the value found when performing the initial heel test (20°) as described in F – 3. This devices shall be capable to be sealed.

A specific locking device allowing the keel to be restrained along the axis of the boat and independent from the master device must be in place at all time.

C - 9 : WATER BALLAST

The boat may be equipped with water tanks and associated permanently fitted plumbing. All ballast tanks shall be integral to and within the hull. This movable ballast shall be of sea-water only, to the exclusion of any other liquid.

It shall be possible to fill, empty and transfer manually the water in the ballast tanks, whatever the position of the boat in the water.

SECTION D - RIGGING

D - 1 : CANTING MAST IN A LATERAL PLANE

Canting masts in lateral plane are forbidden.

D - 2 : ADDITIONAL RULES

D – 2 - 1 : Poles : when set in their most forward fixing position, they shall not extend beyond the vertical of the overall extremity of the authorised bowsprit.

D – 2 - 2 : Fixings of rigging : the forestays, backstays, runners, lower shrouds, permanent or temporary, shall be connected to the boat within the surface delimited on the sides by the sheer line (as defined by the ORC), at the bow by the stem and at the stern by a line joining the aftermost points of the sheerline to port and to starboard.

D – 2 - 3 : Fixings of tacks and clew-lines : the fixing points of the tacks and clew lines of hoisted sails shall not be rigged outside and beyond the overall extremity of the authorised spars.

D - 2 - 4 : Outriggers : in a change to rule 50.3 of the RRS, the use of outriggers is allowed.

SECTION E – MINIMUM NORMS OF STABILITY

The first sentence of rule 51 of the **RRS** is replaced as follows : “Any shifting of weight with the aim of altering control or stability is permitted within the limits fixed by the current rules.”

Rule 52 of the **RRS** is replaced as follows : “With the exception of the manoeuvring and trimming of running rigging and spars, an energy source other than manual force may be used to manoeuvre the movable appendages of the hull, and for the emptying, filling and transferring the water of the ballast tanks.”

Boats shall satisfy the following minimum norms :

E - 1 : SELF-RIGHTING : during the measurement process, the skipper or his/her representative must physically demonstrate that the boat, once capsized, is capable of self righting without outside help.

This test is mandatory for the issue of the first Measurement certificate.

It is not for the renewal, except if significant structural modifications concerning the success of the test have been realised. This is left to the judgement of the Class Chief Measurer.

E - 2 : INITIAL HEEL ANGLE from the vertical axis, due to the displacement of shifting weight : the amplitude from one extreme to the other, measured as described in F-3 shall not exceed 20°.

E - 3 : ANGLE OF VANISHING STABILITY (AVS) : this angle shall not be less than 127,5°. This angle is calculated from the theoretical curve of stability, derived from measurements taken during stability test and from information by the designer.
The volume of the mast, which may be watertight wholly or in part, is not taken into account.

E - 4 : STABILITY CURVE AREA RATIO : the positive area under the stability curve shall be at least 5 times greater than the negative area.

SECTION F – TESTS AND MEASURES RELATING TO STABILITY

F - 1 : BOAT WEIGHING :

Procedure B – 4 - 1.
The load cell used by the measurer shall carry a valid certificate of calibration.

F - 2 : SELF RIGHTING TEST (180°) :

Procedure B – 4 - 2.

The hull floating upside down, that is to say with the deck turned through 180°, shall right itself and come deck upwards without any intervention externally to the boat.

This test may be undertaken with the skipper, or his/her representative, inside the boat. The skipper, or his/her representative, may, without leaving the interior of the boat, operate any mechanism to initiate the righting up of the boat. In such circumstances, that is to say an active self righting system activated from within the boat, the presence of a second person is recommended. This person shall not interfere in any way in the act of righting the boat.

The use of specific devices implies that such systems can be reset without any external help at least three times in a row and in a less than two hours. In the case of “air bag” being used, the permanent fixing and the envelope of the bag shall be sufficiently tough. This is left to the judgement of the measurer.

F - 3 : INITIAL HEEL ANGLE TEST (20°)

Procedure B – 4 - 1.

The listing measure is taken with all movable ballast on one side, ballast tanks filled in such a way to give the maximum angle, mast and keel tilted to maximum navigational positions. This measure is repeated on the other side under the same conditions. The combined initial heel angle shall not exceed 20°.

F - 4 : TESTS OF STABILITY (90°)

Procedure B – 4 - 1.

With mast(s) and keel held in their vertical axes, the boat is pulled over her side at 90°, and held in this position by a strop around the mast. The measurements taken shall then be repeated by undertaking the same manoeuvre on the other side. The averages of the measured data will be recorded.

F - 4 - 1 : inclining force : the load on the strop is recorded by use of o load cell. The place of the strop is also measured. These data are used to establish the vertical position of the boat’s centre of gravity under this condition. The load cell used by the measurer shall carry a valid certificate of calibration.

F - 4 - 2 : measurement of freeboards : forward and aft freeboards are recorded with the boat heeled at 90° to establish the longitudinal position of the boat’s centre of gravity under this condition.

SECTION G - SAFETY

G - 1 : DRAINING : The boat shall be equipped with a system of manual pumps with a minimum capacity per pump of 4,5 litres per cycle and with a system of electric draining with a minimum total capacity of 3000 litres per hour, both system allowing the emptying of each watertight compartment from the outside, whatever the position of the boat in the water, except the compartment for the batteries, which shall be emptied with a manual system.

G - 2 : ENGINE / BATTERIES

G - 2 – 1 a : engine for Open 60' : the boat shall be equipped with a fixed in-board motorised propulsion system, with a minimum power output of 27 HP.

G – 2 – 1 b : engine for Open 50' *: the boat shall be equipped with a fixed in-board motorised propulsion system, with a minimum power output of 10 HP.*

G - 2 - 2 : propulsion unit : it shall be located below the waterline, as close as possible to the axis of the boat, and shall neither retract nor fold away.

G - 2 - 3 : batteries : shall be of a waterproof type and shall not be moved during navigation. They shall be fixed in such a way as to be held fast, whatever the position of the boat in the water. They may be sealed into their compartments at the start of a race.

All types of battery charger are allowed, except those relying on fissionable materials.

G - 3 : SAFETY EQUIPMENT

G - 3 - 1 : ORC special regulations : The **ORC** special regulations for category 0 races shall be respected, with the exception of the following articles, which cannot apply :

Article ORC 3.03	Scantlings (see C - 5)
Article ORC 3.08.3	Companionway hatch extending below the local sheerline
Article ORC 3.08.4	Blocking device (see C – 6)
Article ORC 3.13	Watertight bulkheads (see C – 6 – 2)
Article ORC 3.14.3 g)	Position of bases of stanchions
Article ORC 3.18	Toilet
Article ORC 3.19	Bunks
Article ORC 3.21.1 a)	Water tanks
Article ORC 3.21.2 a)	Drinking water
Article ORC 3.28	Engine and fuel (see G - 2)
Article ORC.3.29	Marine Radio, navigational position-fixing device (see G – 3 – 2)
Article ORC 4.01	Sail letters & numbers (see A – 3 – 3)
Article ORC 4.02	Hull marking (see G – 3 – 2 k & l)
Article ORC 4.19	EPIRB (see G – 3 – 2 e)
Article ORC 4.21	Grab bag (see G – 3 – 2 i & j)
Article ORC 4.26.6	Storm try-sail
Article ORC 5.03	Packs of mini-flares (see G – 3 – 2 – i & j)
Article ORC 5.07.1 b)	Personal EPIRB

G - 3 - 2 : Required additional equipment

G - 3 - 2 (a) a radar fitted with powerful alarm. The radar unit shall be fixed at a height of at least 5 metres above the water line.

G - 3 - 2 (b) a fixed activ radar transponder.

G - 3 - 2 (c) spare number.

G - 3 - 2 (d) a standard C terminal, interfaced with GPS and equipped with the relevant software for polling and data reporting.

G - 3 - 2 (e) two SARSAT COSPAS portable distress beacons, one of which to be classified as long-life. These beacons shall be coded with the number displayed on the sail of the boat and fitted with a line at least 3 metres long of 1000 daN minimum breaking strain.

G - 3 - 2 (f) a radar transponder beacon, portable and self-powered. This beacon shall be fitted with a line at least 3 metres long of 1000 daN minimum breaking strain.

G – 3 - 2 (g) a waterproof hand-held VHF transceiver, with spare batteries, and an emergency aerial for the main VHF transceiver.

G - 3 - 2 (h) Two life rafts. One outside, built in respect of SOLAS norms, one inside. The two life-rafts must be accessible whatever the position of the boat in the water. The inside one shall be able to pass through all openings in the watertight bulkheads and all escape openings including the transom escape hatch. The total capacity of the two life-rafts shall permit the evacuation of the entire crew.

G - 3 - 2 (i) a watertight emergency container. It shall be fitted with strong handles and with a line of 1000 daN minimum breaking strain. It shall contain at least, a waterproof hand-held VHF, a watertight head lamp, a fluorescent paint spray, a knife with a lanyard, a “cyalume” stick, a battery powered flash light, 4 distress parachute flares, 6 red hand flares, 2 floating orange smoke.

G - 3 - 2 (j) A container or watertight grab bag for each crew with the minimum following contents, a full set of under-clothes, 5 litres of drinking water, 4 kilos of survival rations, a waterproof electric torch, a survival blanket, two hand flares and a whistle.

G - 3 - 2 (k) Hull marking : to assist in SAR location, sail number shall be displayed in a highly visible manner, once on the deck and once on each side of the hull. The sizes of the characters shall be not less than :

Height :	900 mm
Width :	600 mm
Thickness :	120 mm
Space between characters	180 mm.

G - 3 - 2 (l) Fluorescent paint : to assist in SAR location,

- keel (s), rudder (s), blade(s), and at least a minimum of 2 m_ of the canoe body below the waterline shall be entirely covered with special fluorescent paint.
- at least 2 m_ of the surface of the deck shall be covered with a brightly highly visible coloured paint (eg dayglo pink, orange or yellow).

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APPENDIX TO THE CLASS RULES

A – SPECIAL PROVISIONS :

1°) notwithstanding article C-6-2, boats launched before the 1st may 2000 may be equipped with only 3 watertight bulkheads, provided that in this case the boat has an unsinkable volume of 145%; or with only 4 watertight bulkheads, provided that in this case the boat has an unsinkable volume of 137,5%.

2°) notwithstanding article E-4, the positive area of the stability curve of boats launched before 1st January 1999 may be only 4 times greater than the negative area, instead of the 5 times greater as required in the class rules.

3°) notwithstanding article E-3, the angle of vanishing stability of boats launched before 31st December, 1996 may be less than 127,5°, provided that they have a GZ greater than 1,375 m (GZ : horizontal distance between the centre of gravity and the centre of the hull below the water line, as tested at 90°).

4°) notwithstanding article C – 6 - 4, astern escape hatch, a different provision may be accepted for boats launched before 31st December, 1994, and on which the installation of such a hatch is physically impossible.

These authorisations are delivered only after request in writing to the Technical Committee.

B - CLASS RULES EVOLUTIONS AGENDA

(see Class Regulations § C – I)

Listed at the Technical Committee request, the agenda below is a list of items susceptible to be modified or incorporated into the Class Rule at the next Class General Meetings.
The date showed in bracket is the date of the Class General Meeting to which these proposals and their date of implementation will be submitted for a vote.

Therefore skippers and owners of already existing boats have at an early stage the possibility to take into consideration these foreseen changes before undertaking the modifications needed to put their boat into conformity with the Class Rule.
Designers of fore-coming boats are also invited to directly incorporate these changes during the designing stage.

The agenda will be kept up to date on the IMOCA Website. For further information, please contact the Class.

List of Items :

1°) C – 6 – 4 : Cockpit Floor Hatch :
It is strongly urged to install such a hatch on the cockpit floor. This hatch shall be positioned in such a way that when the boat is upside down, it does not compromise the watertight characteristics of the hull when allowing a crew member to pass through it.
(AGM jan 2003)

2°) G – 2 : Engine / Power supply :
G – 2 – 1 : Engine power : This disposal is susceptible to evolve to proceed to a traction test performed with the boat moored perpendicular to the dock. Adequate values for such tests are at the present being investigated by the Technical Committee.
(AGM jan 2003)

3°) F – 2 : Self Righting Test (180°) :
Use of flooding forward compartments with the exception of permanently installed water ballast in order to pass the test.
The Technical Committee is working on either the prohibition of this practice, either its restriction.
(AGM jan 2003)

4°) C – 3 : Length over all :
For safety reason, the Technical Committee is working on a low limit at 47ft for the 50' over all length.
(AGM jan 2003)

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