

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amendment 1

A.2.2 DEFINITIONS

Old:

Mutualisation of tooling : the action of sharing the cost of design, manufacture and the use of tooling for the manufacture of several identical boats whose constructions follow one another over time. The mutualisation refers to and involves the organised and planned cooperation of several teams.

Amend to read:

Mutualisation of tooling : the action of sharing the cost of design, manufacture and the use of tooling for the manufacture of hull component(s) whose constructions follow one another over time. The mutualisation refers to and involves the organised and planned cooperation of several teams.

Reasons:

The definition of a boat refers to the **hull**, hull appendages, ballast and **rigging**. However, as we understand it, tool sharing can be partial and take place without sharing foils.

Amendment 2

A.2.2 DEFINITIONS

Amend to add:

Hull : The hull shell, including the transom, the deck including any superstructure, and the internal structure including the cockpit(s).

Reasons:

Definition proposed following the amendment of the definition of Mutualisation of tooling.

Amendment 3

A.2.2 DEFINITIONS

Amend to add:

Button : A unique distinctive mark - following the description of the measurement protocol - affixed to the referenced sail.

Coefficient : Coefficient corresponding to the rank of the relevant race in the "IMOCA Globe Series" Championship as defined in the measurement protocol.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Sail : An item of equipment, used to propel a specific **boat**.

It includes any of the following added parts: sail reinforcements, batten pockets, windows, stiffening.

Active sail : A **sail**, associated with a **button**, for which the sum of the **coefficients** associated with the races in which it was declared is strictly less than 10.

Existing sail : A **sail**, associated with a **button**, for which the sum of the **coefficients** associated with the races in which it was declared is greater than or equal to 10 – or – a **sail** identified by the CM and having been used in a race in the “IMOCA Globe Series” Championship before 1st January 2023.

Reduced impact sail : A **sail** with a RISE analysis rating, as defined in the **measurement protocol**, between A and C included.

Reasons:

Definitions have been moved from section AN.0 to section A.2.2, as they were repeated in several places within the rule. Some definitions have been rewritten as part of the effort to simplify the wording of the rule concerning sails.

Amendment 4

A.2.2 DEFINITIONS

Amend to add:

Hydrogenerator : A system for generating electricity using a submerged propeller driven by the movement of the boat.

Reasons:

Clarification needed as they were repeated in several places within the rule.

Amendment 5

IMOCA CLASS RULES 2028

Old:

hydrogenerator

Amend to read:

hydrogenerator

Reasons:

Clarification.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amendment 6

IMOCA CLASS RULES 2028 - A2.2 DEFINITIONS

Old:

sheerline

Amend to read:

sheerline

Reasons:

Clarification needed to determine which of the ISO/ERS standards applies.

Amendment 7

A.8.6 DAMAGE REPORT

Old:

Following structural damage, the skipper or his designated representative, shall within 10 days provide the CM with an inspection report of the damaged section and the circumstances of the damage, and then within 60 days, the technical analysis to determine the causes along with a report on the **modifications** and/or **repairs** made.

Amend to read:

Following structural damage or damage to a standardised component (standardised mast, standardised boom, standardised canting system, standardised keel fin, standardised life raft), the skipper or their designated representative shall, as soon as possible, be available to the CM in order to provide it with any information concerning the circumstances of the damage – in particular raw data from recordings – the inspection of damaged components, the causes of the damage and any **modifications** and/or **repairs** carried out.

Reasons:

Desire to be informed of any damage to standardised components to ensure these components are properly monitored. Desire to streamline the procedure.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amendment 8

C.6.1 ENGINE/GENERATOR

Old:

(b) The “main” engine shall be installed for the purpose of propelling the boat, and it shall meet the following performance standards at all times:

- a traction load of 350 daN at a fixed point for 15 minutes;
- a speed of 5.0 knots in any direction with a proven autonomy of 5 hours.

These characteristics shall be capable of being checked at the finish of a race.

Amend to read:

(b) The “main” engine shall be installed for the purpose of propelling the **boat**, and it shall meet the following performance standards at all times:

- a traction load of 330 daN at a fixed point for 15 minutes;
- a speed of 5.0 knots in any direction with a proven autonomy of 5 hours.

These characteristics shall be capable of being checked at the finish of a race.

Reasons:

The engine thrust of 350 daN was not achievable during testing.

Amendment 9

C.6.1 ENGINE/GENERATOR

Old:

(f) 20 litres of emergency fuel for the “main” engine shall be stored in a separate tank.

This emergency fuel reserve shall:

Cette réserve de carburant doit :

- (i) comply with CR C.6.1(c),
- (ii) be permanently installed and connected with a valve which must be able to be sealed in the closed position,
- (iii) be ready for use.

Amend to read:

(f) A fuel reserve of 60 litres, subject to penalties defined by the Sports Commission, for emergency use of the propulsion engine or diesel generator shall be stored in a independent tank(s) system, sealed during filling and use, and approved by the CM before being installed on the **boat**.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



This emergency fuel reserve shall:

- (i) comply with CR C.6.1(c),
- (ii) be permanently installed and connected with a valve which must be able to be sealed in the closed position,
- (iii) be ready for use.

When measuring and filling the tank(s), the fuel shall be at ambient temperature and pressure.

Reasons:

Desire to increase the emergency reserve, as the amount of usable fuel is limited.

Amendment 10

C.6.1 ENGINE/GENERATOR

Old:

(g) The maximal fuel quantity on board when *racing* shall be:

- 10 L for 1000 NM for 2026 races;
- 7.5 L for 1000 NM for 2027 races;
- 5 L for 1000 NM for 2028 races.

The emergency fuel mentioned in C.6.1(f) is not included in the maximal fuel quantity on board.

Amend to read:

(g) The maximal fuel quantity free used on board *when racing* is 60 litres.

This fuel shall be stored in a system of no more than three tanks with a maximum combined capacity of 60 litres, sealed when filled, approved by the CM before being installed on the **boat**.

When measuring and filling the tank(s), the fuel shall be at ambient temperature and pressure.

The fuel reserve mentioned in C.6.1(f) is not included in this maximal fuel quantity.

Reasons:

Desire to increase the emergency reserve, as the amount of usable fuel is limited.

Amendment 11

C.6.5 FUEL

Old:

The only types of fuel expressly permitted on board are :

- diesel for an engine, a generator and/or a heating system;
- gas for cooking and safety equipment.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amend to read:

The only types of fuel expressly permitted on board are :

- diesel fuel and its synthetic derivatives for an engine, a generator and/or a heating system;
- gas for cooking and safety equipment.

Reasons:

Allow the use of biodiesel.

Amendment 12

C.10.3 DRINKING WATER

Old:

- (b) Two commercially produced watermakers capable of being operated both manually and electrically are mandatory. At least one of them shall be installed on board and not be moved. Each watermaker shall have a nominal capacity at 20°C of at least 5 litres per hour.

Amend to read:

- (b) Two commercially produced watermakers are mandatory on board. Each watermaker shall have a nominal capacity at 20°C of at least 5 litres per hour. At least one of them must operate both manually and electrically. The latter shall be installed on board and remain in place. The second shall operate electrically, at least.

Reasons:

As the rule is written, it only allows for one model of watermaker which is not the intention.

Amendment 13

C.11 HYDRAULIC SYSTEMS

Old:

No hydraulic system shall be on board a boat, with the exception of :

- the keel canting system ;
- the second degree of freedom adjustment for the foils ;
- the trim of headsails tack points, the cunningham and the mainsail outhaul ;
- rudder trim to affect yaw.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amend to read:

No hydraulic system shall be on board a boat, with the exception of :

- the keel canting system ;
- the second degree of freedom adjustment for the foils ;
- the trim of headsails tack points and the cunningham ;
- rudder trim to affect yaw.

Reasons:

As the rules are written today, a hydraulic mainsail outhaul adjustment system could be integrated into the standardised boom which is not the intention.

Amendment 14

APPENDIX A GRANDFATHER RULES

Amend to add:

AA.17 Hydraulic systems

For **boats** not equipped with a standardised boom, CR C.11 is replaced by the following rule :

No hydraulic system shall be on board a boat, with the exception of :

- the keel canting system ;
- the second degree of freedom adjustment for the foils ;
- the trim of headsails tack points, the cunningham and the mainsail outhaul ;
- rudder trim to affect yaw.

Reasons:

Grandfather rule proposed following the amendment of CR C.11.

Amendment 15

D.1 FUNDAMENTAL RULES

Old:

(a) The **boat** shall be a monohull equipped with :

- (i) a standardised keel fin,
- (ii) a standardised canting system,
- (iii) one standardised mast.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amend to read:

(a) The **boat** shall be a monohull equipped with :

- (i) a standardised keel fin,
- (ii) a standardised canting system,
- (iii) one standardised mast,
- (iv) a standardised boom.

Reasons:

As the rules are written today, there is no requirement for a new boat to be fitted with a standardised boom which is not the intention.

Amendment 16

AA.7 BOOM

Old:

AA.7.4 CR F.5 may not apply.

Amend to read:

AA.7.4 CR D.1(a)(iv) and CR F.5 may not apply.

Reasons:

Grandfather rule proposed following the amendment of CR D.1(a).

Amendment 17

E.2 KEEL

Old:

(a) The standardised keel fin and the standardised canting system shall comply with CR appendix B.

They shall not be modified with the exception of the fairing which can be locally modified at the keel-bulb join and/or near the hull shell.

Amend to read:

(a) The standardised keel fin and the standardised canting system shall comply with CR APPENDIX B.

They shall not be modified with the exception of the fairing which can be locally modified at the keel-bulb join and/or near the hull shell.

The installation of hydrogenerator(s) approved by the CM on the standardised keel fin is permitted, subject to the CM's approval.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Reasons:

Desire to amend the rule to allow the integration of a hydrogenerator on the standardised keel fin.

Amendment 18

F.1 STANDARDISED MAST

Old:

- (a) The **boat** shall be equipped with a standardised mast which shall :
- (i) comply with CR appendix C ;
 - (ii) hold a certificate of conformity from IMOCA ;
 - (iii) be weighed in a configuration defined by the CM, with corrector weights added if necessary ;
 - (iv) be the 1st generation standardised mast or be the 2nd generation.

Amend to read:

- (a) The **boat** shall be equipped with a standardised mast which shall :
- (i) comply with CR appendix C ;
 - (ii) hold a certificate of conformity from IMOCA ;
 - (iii) be weighed in a configuration defined by the CM, with corrector weights added if necessary ;
 - (iv) be the 2nd generation standardised mast.

Reasons:

As the rules are written today, there is no requirement for a new boat to be equipped with a standardised generation 2 mast which is not the intention.

Amendment 19

APPENDIX A GRANDFATHER RULES

Amend to add:

AA.16 Mât standardisé

For **boats** that received their first MC before 1 January 2026, CR F.1(a)(iv) is replaced by the following rule :

- (iv) be the 1st generation standardised mast or be the 2nd generation standardised mast.

Reasons:

Grandfather rule proposed following the amendment of CR F.1(a)(iv).

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amendment 20

G.1 GENERAL REMARKS

Old:

- (a) The maximum number of sails on board shall be 7.

Amend to read:

- (a) The maximum number of sails that shall be carried on board *when racing* is 7.

Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Amendment 21

APPENDIX A GRANDFATHER RULES

Amend to add:

AA.15 Sails

For the **boats** not fitted with a standardised mast, CR G.1(a) is replaced by this rule :

The maximum number of sails allowed on board *when racing* is 8.

Reasons:

Grandfather rule missing from the English version.

Amendment 22

G.1 GENERAL REMARKS

Old:

- (b) A sail shall never be positioned :
 - (i) above the highest point of the mast ;
 - (ii) forward of the forwardmost point used to determine LOA ;
 - (iii) aft of the aftermost point used to determine LOA (see CR D.2(a) and (b)).

Amend to read:

- (b) A sail shall never be positioned :
 - (i) above the highest point of the mast ;
 - (ii) forward of the forwardmost point used to determine LOA ;
 - (iii) aft of the aftermost point used to determine LOA (see CR D.2(a) and D.2(b)).

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Amendment 23

G.2 LIMITATIONS

Old:

- (a) The number of sails with which the boat shall sail is defined in CR appendix N.

Amend to read:

- (a) The number of active sails associated with the **boat** is defined in CR appendix N.

Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Amendment 24

G.2 LIMITATIONS

Old:

- (b) Inflatable systems (battens, luff, etc) are expressly forbidden for sails.

Amend to read:

- (b) Inflatable systems (battens, luff, etc) are expressly forbidden for sails.

Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Amendment 25

G.3 HEAD SAILS

Old:

- (a) A storm jib, with a surface area between 14 and 25 m², made of heavyweight cloth of highly-visible colour shall be on board and shall be capable of being safely set in heavy weather conditions.

Amend to read:

- (a) A storm jib, with a surface area between 14 and 25 m², made of heavyweight and of highly-visible colour shall be on board and shall be capable of being safely set in heavy weather conditions.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Amendment 26

G.4 IDENTIFICATION

Old:

All sails on board shall be marked by the CM as described in CR appendix N which specifies the number of sails permitted for a boat.

Amend to read:

All sails carried on board *when racing* shall be identified as specified in CR appendix N.

Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Amendment 27

APPENDIX C STANDARDISED MAST

Old:

The standardised mast is supplied by CDK Technologie and LORIMA, and the design work is carried out by Gsea Design. From 1st November 2024, production of 1st generation standardised masts will cease. It is expressly authorised to continue using 1st generation standardised masts and to place orders for the elements associated with this mast.

Amend to read:

The standardised mast is supplied by CDK Technologies and LORIMA, and the design work is carried out by Gsea Design. From 1st November 2024, production of 1st generation standardised masts will cease.

Reasons:

The last sentence of the paragraph allows new boats to use a Generation 1 standardised mast spontaneously. As a grandfather clause is now being proposed for the Generation 1 standardised mast, this last sentence is no longer necessary.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amendment 28

AC.1 PLANS AND DOCUMENTS FOR THE 1ST GENERATION MAST

Old:

- (a) The plans and documents associated with CR appendix C as well as Note 2 (Specifications for the stepping and use of the standardised mast) and the 2020 Procedure for reinforcement of the mainsail halyard lock shall be consulted along with the most recent update and/or the most recent version.

These are available on the website in the IMOCA "member" section at:
<https://www.imoca.org/fr/login>.

List:

- i. 1050z-01-200 Plan général mat aile - diffusion 2021 revE (Wing mast - general)
- ii. 14000-100- RevB - Plan de rail IMOCA 4 ris (Mast track – 4th reef)
- iii. 14000-Vue de détail extrémité Outtrigger (Outtrigger – detailed view of the end)
- iv. C12001 Lock car-Model (Halyard car lock)
- v. 1050z-01-300 Plan de moule - diffusion 2019 revA (Mould drawing)
- vi. 1050z-01-400 Plan de drapage - diffusion 2019 revA (Layup drawing)
- vii. 1050z-02-7XX Plan de renforts - diffusion 2019 revA (Reinforcement drawing)
- viii. 1050z-03-200 Plan outtrigger - diffusion 2019 revA (Outtrigger drawing)
- ix. Notice HGV 2021-V2 (Mainsail halyard lock manual)
- x. Procédure V2 renfort HGV 2020 (Procedure for reinforcing the mainsail halyard lock – 2020)
- xi. Pied de mât + réa de friction (Mast base + friction sheave)
- xii. HGV_H27_2D_B_2020_07_23_Platine_plots_renforcés (Track reinforcement)
- xiii. 18000 - Capshroud - B - L=23571 quète 6° (Cap shroud 6° rake)
- xiv. 18000 - Imoca - Loops Bas haubans - A quète6° (Lower shroud loops)
- xv. 18000 - Lower shroud - A - L= 12038 quète6° (Lower shroud)
- xvi. Plan Galhauban 2014 et bas-hauban bon pour fab quète3° (Cap shroud and lower shroud rake 3°)
- xvii. Eclaté HK arbalette (Deflector)
- xviii. bhb 2022 v3 mast reinforcement procedure
- xix. 1050z G23 MAT STD Preventive Reinforcements cadenes v02
- x. 1050z G23 MAT STD Preventive reinforcements cadenes sketch details bush v01

Amend to read:

- (a) The plans and documents associated with CR appendix C.1 as well as Note 2 (Specifications for the stepping and use of the 1st generation standardised mast) shall be consulted along with the latest index (revision) and/or the latest date in force.

The list of documents comprising this set is available in the measurement protocol.

These are available on the website in the IMOCA "member" section at :
<https://www.imoca.org/en/technical-committee-documents>.

Reasons:

Desire to simplify the wording of the rule about standardised mast.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amendment 29

AC.2 PLANS AND DOCUMENTS FOR THE 2ND GENERATION MAST

Old:

- (a) The plans and documents associated with CR appendix C.2 as well as Note 5 (Specifications for the installation and use of the 2nd generation standardised mast) must be considered with the latest index (revision) and/or the latest date in force.

They are available on the IMOCA member's area platform at the following address:
<https://www.imoca.org/fr/login>.

Documents to come.

Amend to read:

- (a) The Note 5 (Specifications for the installation and use of the 2nd generation standardised mast) must be considered with the latest index (revision) and/or the latest date in force.
It is available on the IMOCA member's area platform at the following address :
<https://www.imoca.org/en/technical-committee-documents>.

Reasons:

Update required regarding access to G2 mast documents.

Amendment 30

AC.2 PLANS AND DOCUMENTS FOR THE 2ND GENERATION MAST

Amend to add:

- (b) The plans and documents associated with CR appendix C.2 shall be consulted along with the latest index (revision) and/or the latest date in force.

The list of documents comprising this set is available in the [measurement protocol](#).

They are available on the TEAMS DOCUMENTS Drive, accessible upon signing the non-disclosure agreement available on the IMOCA member platform (<https://www.imoca.org/en/technical-committee-documents>), to be sent to the technical unit (cellule.technique@imoca.org).

Reasons:

Update required regarding access to G2 mast documents.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amendment 31

AC.3 MAST STEPPING

Old:

The following rules shall apply for stepping the mast on the boat.

Amend to read:

The following rules shall apply for stepping the standardised mast on the **boat**.

Reasons:

Desire to clarify the wording of the rule about standardised mast.

Amendment 32

AC.3.1 FORCES AND LOADS

Old:

Note 2 and Note 5 indicate the theoretical static loads and forces corresponding to the 1st and 2nd generation standardised masts respectively.

The mast installation on the boat shall factor in this data.

The **hull** structure and all associated items of equipment shall be suited to these loads and have sufficient safety coefficients built in for Category 0 races.

Amend to read:

Note 2 and Note 5 indicate the theoretical static loads and forces corresponding to the 1st and 2nd generation standardised masts respectively.

The standardised mast installation on the **boat** shall factor in this data.

The **hull** structure and all associated items of equipment shall be suited to these loads and have sufficient safety coefficients built in for participation in all IMOCA Globe Series Championship races.

Reasons:

Category 0 races are a remnant of an old wording according to the RSO.

Amendment 33

AC.3.2 POSITION OF CHAINPLATES AND MAST BASE

Old:

- (a) The 0 reference for the mast [as defined in Note 2) shall be positioned between $X = 7700$ mm and $X = 8700$ mm ($X = 0$: it is the aftermost point of the **hull**).

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amend to read:

- (a) The 0 reference for the standardised mast, as defined in Note 2 and Note 5, shall be positioned between $X = 7700$ mm and $X = 8700$ mm ($X = 0$: it is the aftermost point of the **hull**).

Reasons:

Reference for mast G2 missing.

Amendment 34

AC.3.2 POSITION OF CHAINPLATES AND MAST BASE

Old:

- (c) The minimum and/or maximum angles of the forestays and runners shall be complied with for the installation of the mast on the deck.

They are measured for 4.0 degrees of rake and defined in the table in AC.3 (c)

Amend to read:

- (c) The minimum and/or maximum angles of the forestays and runners shall be complied with for the installation of the standardised mast on the deck.

They are measured for 4.0 degrees of rake and defined in appendix 3 of Note 2 and Note 5.

Reasons:

Desire to simplify the rule by removing the table.

Amendment 35

AC.4(c) RIGGING

Old:

- (i) The rigging of the 1st generation standardised mast must comply with the table mentioned in Note 2 and in particular APPENDIX 3 of this document:

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



	Nom du câble et de la voile	Standard	Tension Statique Maximale W1	Angle pente min **	Angle pente max **	EA mini	EA Max	F Rupture	Pré tension maximale	Matériau
Unité	-	-	(T)	(°)	(°)	(MN)	(MN)	(T)	(T)	
Galhauban	G1	Oui	5,5			23,77		28	2	Carbone EC6
Bas-hauban	G2	Oui	4,0			12,8		15	1	Carbone EC6
Tirant outrigger	Tirant	Oui	18,0			36,74		44	7,5	Carbone EC6
Étai 0	J0	Non	6,5	22°		12	25	15		PBO ou SK*
Étai 1	J1	Non	7,5	18,5°		22	28	25		PBO ou SK*
Étai 1 (sans voile)	J1 remplacement	Non	-	18,5°		15	28	25		PBO ou SK*
Étai Fractionné	FRAC	Non	5,0	25°	28°	10	20	15		PBO ou SK*
Étai 2	J2	Oui	8,0	17,5°	20°	22	28	27		PBO
Étai 3	J3	Oui	5,5	17°	21°	12	18	15		PBO ou SK*
Étai 3 (sans voile)	J3 remplacement	-	-	17°	21°	12		15		PBO ou SK*
Étai 4 (option)	J4	Non	5,5	17°	21°	12	18	15		PBO ou SK*
Étai 4 (option / sans voile)	J4 remplacement	Non	-	17°	21°	12		15		PBO ou SK*
Bastake	Bastake	Oui	6,5 (Haute) 5,0 (Hookée)	14°	18°	14	20	20		PBO ou SK*
Arbalète bastake	Arbalète	Oui	5,0 (bastake hookée)			14	20	20	0,2 / 0,3	SK

*Echange de mail entre Iroise rigging et GSea sur la nature des câbles à utiliser
Porter une attention particulière au phénomène de fluage sur les câbles en SK.

** Les angles minimum et maximum du gréement longitudinal par rapport au tube sont définis avec la référence de la face arrière du mât.

Forestay 2, Forestay 3, Forestay 3 (without a sail), the Running backstays shall be those supplied with the standardised mast.

Their lengths are unrestricted, and shall be specified by the client ordering the standardised mast.

Lashings and textile loops for attaching these items of rigging to the mast are not supplied with standardised mast.

Adding chafe and/or impact protection is expressly permitted on condition that it does not change the mechanical properties of the rigging.

Fairings and other systems designed to improve the aerodynamics, hydrodynamics or affect sail trim are expressly forbidden.

It is expressly permitted to add an attachment point for a sail which is not at the end of the cable.

Amend to read:

- The rigging of the 1st generation standardised mast must comply with the appendix 3 of the Note 2.

Forestay 2, Forestay 3, Forestay 3 (without a sail), the Running backstays shall be those supplied with the standardised mast.

Their lengths are unrestricted, and shall be specified by the client ordering the standardised mast.

Lashings and textile loops for attaching these items of rigging to the mast are not supplied with standardised mast.

Adding chafe and/or impact protection is expressly permitted on condition that it does not change the mechanical properties of the rigging.

Fairings and other systems designed to improve the aerodynamics, hydrodynamics or affect sail trim are expressly forbidden.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



It is expressly permitted to add an attachment point for a sail which is not at the end of the cable.

Reasons:

Desire to simplify the rule by removing the table.

Amendment 36

AC.4(c) RIGGING

Old:

- (ii) The rigging of the 2nd generation standardised mast must comply with the table mentioned in Note 5 and in particular APPENDIX 3 of this document.

To come:

Forestay 2, Forestay 3, Forestay 3 (without a sail), the Running backstays and Deflector shall be those supplied with the standardised mast.

Their lengths are unrestricted, and shall be specified by the client ordering the standardised mast.

Lashings and textile loops for attaching these items of rigging to the mast are not supplied with standardised mast.

Adding chafe and/or impact protection is expressly permitted on condition that it does not change the mechanical properties of the rigging.

Fairings and other systems designed to improve the aerodynamics, hydrodynamics or affect sail trim are expressly forbidden.

It is expressly permitted to add an attachment point for a sail which is not at the end of the cable.

Amend to read:

- (ii) The rigging of the 2nd generation standardised mast must comply with the appendix 3 of the Note 5.

Forestay 2, Forestay 3, Forestay 3 (without a sail), the Running backstays and Deflector shall be those supplied with the standardised mast.

Their lengths are unrestricted, and shall be specified by the client ordering the standardised mast.

Lashings and textile loops for attaching these items of rigging to the mast are not supplied with standardised mast.

Adding chafe and/or impact protection is expressly permitted on condition that it does not change the mechanical properties of the rigging.

Fairings and other systems designed to improve the aerodynamics, hydrodynamics or affect sail trim are expressly forbidden.

It is expressly permitted to add an attachment point for a sail which is not at the end of the cable.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Reasons:

Desire to simplify the rule by removing the table.

Amendment 37

AC.5(b) TUBE GEOMETRY

Old:

Defined in CR AC.1(a).

Amend to read:

Defined in CR AC.1(a) or CR AC.2(a).

Reasons:

Reference for mast G2 missing.

Amendment 38

AC.5(k) RADAR

Old:

- 1 reinforcement with a hole for the cable and/or support bracket attachment is situated on the front face of the mast.
- The centre of the radar cable hole shall be at a Z height between 3462 and 3676 mm.
- The radar support bracket shall be bonded to the mast and is not supplied with the mast.
- Deck lights may be installed near the radar support bracket.

Amend to read:

- 1 reinforcement with a hole for the cable and/or support bracket attachment is situated on the front face of the mast.
- The centre of the radar cable hole shall be at a Z height between 3462 and 3676 mm for the 1st generation standardised mast.
- The centre of the radar cable hole shall be at a Z height of 3675 mm for the 2nd generation standardised mast.
- The radar support bracket shall be bonded to the mast and is not supplied with the mast.
- Deck lights may be installed on the radar support bracket.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Reasons:

Reference for mast G2 missing.

Amendment 39

AG.1 MATERIALS

Old:

All composite components of the boat [including the **hull** (excluding associated fittings), the foils, the rudders, the boom and spars] except the **sails**, shall comply with the following specifications:

- The fibres listed below are permitted:
 - Hexcel® : IM 7 (6k) ; IM2A ; IM2C ; AS7.
 - Mitsubishi Chemical Carbon Fiber and Composites® : MR40 ; MR60H.
 - Tenax® : IMS 60 ; IMS 65.
 - Toray® : T800H ; M30S ; T700S.
 - Tornel® : T650/42.
 - T800SC & T800S.
 - Tairyfil TC 880

Any other fibre which shall have a tensile modulus of less than 280 Gpa, on condition that the CM has approved it.

Amend to read:

All composite components of the boat [including the **hull** (excluding associated fittings), the foils, the rudders, the boom and spars] except the **sails**, shall comply with the following specifications:

- The fibres listed below are permitted:
 - Hexcel® : IM 7 (6k) ; IM2A ; IM2C ; AS7.
 - Mitsubishi Chemical Carbon Fiber and Composites® : MR40 ; MR60H.
 - Tenax® : IMS 60 ; IMS 65.
 - Toray® : T800H ; M30S ; T700S.
 - Tornel® : T650/42.
 - Torayca® : T800SC & T800S.
 - Tairyfil® : TC 880.
 - Hyosung® : H2550.
 - Tenax® : STS40 F13 24K 1600 tex.
 - Pyrofil® : TR 50S.
 - Any other fibre which shall have a tensile modulus of less than 280 Gpa, on condition that the CM has approved it.

Reasons:

Update of fibres validated by the CM.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amendment 40

APENDIX L CONTACTS

Old:

Headquarters: IMOCA – 7, rue Honoré d'Estienne d'Orves – 56100 LORIENT – France

Office: IMOCA – 7, rue Honoré d'Estienne d'Orves – 56100 LORIENT – France

Amend to read:

Headquarters : IMOCA – Maison des Skippers – 1, Terre-plein du Sous-Marin Papin – 56100 LORIENT – FRANCE

Office : IMOCA – Maison des Skippers – 1, Terre-plein du Sous-Marin Papin – 56100 LORIENT – FRANCE

Reasons:

Change of adress.

Amendment 41

AN.0 DEFINITIONS

Delete:

AN.0 DEFINITIONS

~~Button: A unique distinctive mark affixed to the measured sail for it to be referenced following the description of the measurement protocol.~~

~~Coefficient: Coefficient corresponding to the rank of each race in the "IMOCA Globe Series" calendar as defined in the measurement protocol.~~

~~Existing sail: a sail identified by the CM and having been used in a race in the "IMOCA Globe Series" calendar before 1st January 2023.~~

~~New sail: A sail together with its button from 1st January 2023.~~

~~Percentage: Proportion of the use of a sail (%).~~

~~Reduced Impact Sail: A sail is deemed to have a "lower impact" based on the RISE analysis as stated in the measurement protocol. A reduced impact sail must be awarded grade A-C to qualify.~~

~~Sail: An item of equipment, used to propel a specific boat. It includes any of the following added parts: sail reinforcements, batten pockets, windows, stiffening.~~

Reasons:

Definitions have been moved to section A.2.2, as they were repeated in several places within the rule.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Some definitions have been rewritten or deleted as part of the effort to simplify the wording of the rule concerning sails.

Amendment 42

AN.1 PRINCIPLE

Old:

- (a) From 1st January 2025, each **boat** shall only have 8 buttons for active new sails.
It is expressly permitted to use existing sails.
A **boat** issued with its first MC is given 8 buttons.

Amend to read:

- (a) From 1st January 2025, the maximum number of active sails associated with a renewable button for each **boat** is 8.
It is expressly permitted to use existing sails.
A **boat** issued with its first MC is given 8 renewable buttons.

Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Amendment 43

AN.1 PRINCIPLE

Delete:

- ~~(b) A percentage is attributed to each new sail based on the coefficient of the race in which the sail is used.~~
~~(c) A new sail scores a percentage of 100% once its cumulative score of coefficients in races in which it has been used is 10. This sail will not score any further percentage points and can be freely used.~~

Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Amendment 44

AN.1 PRINCIPLE

Old:

- (d) A new button is attributed to a boat once a new sail reaches a percentage of 100%.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amend to read:

- (b) A new button is attributed to a **boat** once an active sail associated with a renewable button becomes existing sail.

Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Amendment 45

AN.1 PRINCIPLE

Old:

- (e) 4 new non-renewable buttons are attributed in the start year of the "Vendée Globe" for competing boats.

Amend to read:

- (c) 4 additional non-renewable buttons are attributed in the nine months prior to the start of the « Vendée Globe » for registered **boats**.

Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Amendment 46

AN.1 PRINCIPLE

Old:

- (f) 8 new non-renewable buttons are attributed in the start year of "The Ocean Race" for competing boats.

Amend to read:

- (d) 8 additional non-renewable buttons are attributed in the nine months prior to the start of « The Ocean Race » for registered **boats**.

Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amendment 47

AN.2 HOW IT WORKS

Old:

- (a) Each sail is measured in order to be referenced and associated with a button. These measurements are submitted to the CM.

Amend to read:

- (a) Each sail shall be referenced via the assignment of a button. The measurements shall be submitted to the CM as defined in the measurement protocol.

Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Amendment 48

AN.2 HOW IT WORKS

Old:

- (c) When a boat officially changes skipper for a period greater than participation in 2 consecutive races in the "IMOCA Globe Series" calendar, this boat will be issued with 8 new buttons.

Amend to read:

- (c) When a **boat** officially changes skipper for a period greater than participation in 2 consecutive races in the "IMOCA Globe Series" Championship, all active sails associated with the **boat** prior to the change of skipper become existing sails.

Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Amendment 49

AN.2 HOW IT WORKS

Old:

- (d) For each race, the skipper or his representative will declare a maximum of 7 buttons.

Amend to read:

- (d) For each race, the skipper or their representative will declare all sails carried on board via the IMOCA "member" platform.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Reasons:

Desire to clarify and simplify the wording of the rule about sails.

Amendment 50

AN.2 HOW IT WORKS

Delete:

~~(e) CR A.8.6 applies to new sails.~~

Reasons:

Desire to simplify the wording of the rule about sails.

Amendment 51

AN.2 HOW IT WORKS

Old:

(f) If a button is accidentally irrevocably lost at sea, a damage report shall be submitted to the CM and a new button will be given in conditions to be defined.

Amend to read:

(e) If an active sail is accidentally irrevocably lost or destroyed at sea, a damage report shall be submitted by the skipper or their representative to the CM. The BD will decide whether or not to renew the button associated with this active sail.

Reasons:

Desire to simplify clarify and the wording of the rule about sails.

Amendment 52

AN.2 HOW IT WORKS

Amend to add:

(f) Any additional non-renewable button allocated under CR AN.1(c) and AN.1(d) that has not been used in the nine months preceding the race in question is lost.

Reasons:

Desire to simplify clarify and the wording of the rule about sails.

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amendment 53

AN.3 REDUCED IMPACT SAIL

Old:

- (a) The skipper shall have at least 1 reduced impact sail on board for each race in the "IMOCA Globe Series".

Amend to read:

- (a) The minimum number of *reduced impact sails* to be carried on board *when racing* is :
- one for each race in the 2026 "IMOCA Globe Series" Championship ;
 - two for each race in the 2027 and 2028 "IMOCA Globe Series" Championships, except for the "Vendée Globe" ;
 - three for the « Vendée Globe » 2028.

Reasons:

Desire to increase the number of reduced impact sails.

Amendment 54

APENDIX P ELECTRONIC EQUIPMENT

Old:

Sensor : a device which transforms a detected physical value into a usable value.

For a particular sensor to be authorised, it shall feature in the list below and be approved by the CM.

Authorised "Inertial navigation" type sensors are those whose estimated price in 2022 is less than or equal to €40 000 ex-tax upon presentation of the invoice, as well as the models in the list below :

Model	Supplier	Approximative cost ex-tax
Hydrins	iXblue	60 000 €
Octans Nano	iXblue	35 000 €
Quadrans	iXblue	38 000 €
GEOFOG single antenna	KVH	30 317 €
GEOFOG dual antenna	KVH	32 429 €
Geonyx M	Safran	40 000 €
BlueNaute	Safran	

Class Rule Changes

International Monohull Open Class Association

Effective date: 2026-04-10

Status: Approved



Amend to read:

Sensor : a device which transforms a detected physical value into a usable value.

For a particular sensor to be authorised, it shall feature in the list below or be approved by the CM.

Model	Supplier
Hydrins	iXblue
Octans Nano	iXblue
Quadrans	iXblue
GEOFOG single antenna	KVH
GEOFOG dual antenna	KVH
Geonyx M	Safran
BlueNaute	Safran

Reasons:

References to be updated.