





Outside the America's Cup, maxis represent the pinnacle of yacht racing between some of the largest, fastest racers and racer-cruisers ever built, skipped by some titans: From John Kilroy and Baron Edmond de Rothschild early on, to George Coumantaros, Raul Gardini and Bill Koch in the 1980s; Larry Ellison and Jim Dolan in the 1990s; Bob Oatley, Neville Crichton and Mike Slade in the 2000s; and more recently Sir Lindsay Owen-Jones, Hap Fauth and George David – just a few names from a highly exclusive list.

Since it was established in 1979, the International Maxi Association and its maxi-owner membership has been the beating heart of the class: steering it, planning it and evolving it. This legacy continues through its present membership of 50-60 owners whose yachts you can see on page 23.

The initial requirement for IMA membership is ownership or long-term charter of a maxi yacht, ie a yacht with minimum hull length of 60ft (18.29 metres).

Given that some maxi events can have 50+ yachts competing, we divide the fleet into classes. To create the fairest racing, these splits are based on performance, using the IRC rating system, rather than length.

The main aim of the Association, formally endorsed by World Sailing and with generous support from our long-term sponsor Rolex, is to encourage all forms of racing for maxi yachts. Central to this is maintaining maxi yachting's amateur ethos. While the majority of the crew may be professional, we fiercely guard our owner-driver rule, with only amateur owners or charterers allowed to helm.

Over the years the maxi fleet has steadily grown, the majority in the 60-100ft size range, but some

exceeding 200ft LOA. With this has come a demand to improve the quality of the racing. Thus the IMA has developed symbiotic relationships with all major yacht clubs running maxi racing: They want more maxi participation; we want to help their events become more 'maxi-friendly'. This has proved very successful. We also organise an annual forum where we bring together yacht club presidents and representatives to exchange ideas regarding best practice. These relationships have also permitted us to negotiate discounted race entry fees for our members.

Our aim is for owners to be able to attend 'IMA-approved' regattas knowing they will find all aspects organised to a high standard. This extends from paperwork, such as the Notice of Race and Sailing Instructions; checks on safety and measurement; qualified, experienced race officers and teams; appointment of International Juries, etc. We have a small team of dedicated staff to assist with this.

Historically maxi owners gravitate to the world's best, most attractive venues. While the sport takes place globally, the greatest numbers compete in the Mediterranean. The home of maxi racing is Porto Cervo and the Yacht Club Costa Smeralda, where every September our flagship event, the Maxi Yacht Rolex Cup, takes place. Large fleets also compete at Les Voiles de Saint-Tropez, Rolex Giraglia and the IMA Maxi European Championship, which form part of our annual inshore and offshore racing championships.

Considering the cost of building and campaigning maxi yachts, it is clearly in the interest of owners to involve themselves in the IMA. Here they can help guide the sport, just as other influential maxi owners have done previously.



Ultimately the IMA is a maxi yacht owners' club with a strong social programme, providing the opportunity for owners to meet other owners sharing an enthusiasm for their sport from which long-standing friendships often develop.

Andrew McIrvine, Secretary General

*Left: Luigi Sala's Yoru chases the opposition at the Maxi Yacht Rolex Cup.
Photos: IMA/Studio Borlenghi*

*The Maxi class competing off the magnificent Costa Smeralda.
Photo: IMA/Studio Borlenghi*





ABOUT THE INTERNATIONAL MAXI ASSOCIATION



The IMA was originally formed in 1979 by influential IOR maxi owners including *Kialoa's* John Kilroy, *Gitana's* Baron Edmond de Rothschild and *Il Moro di Venezia's* Raul Gardini, at a time when maxi yacht racing was a small, but growing, sport.

The new Association (known then as the International Class A Yacht Association) was established principally to represent the interests of maxi owners to yacht clubs and official organisations handling ratings, rules and safety matters, as well as the governing bodies of sailing at both national and international levels.

As stated in its By-Laws, its roles included encouraging maxi yacht racing under the rules of sailing's governing body, the International Yacht Racing Union (now World Sailing) and organising maxi yacht races with recognised yacht clubs. It was also tasked with overseeing the measurement and

handicap/rating of maxi yachts. In practice the Association was also a formal entity through which maxi owners could agree their future racing calendar, mixing existing regattas with stand-alone events solely for their yachts.

Today the Association operates on its membership fees and upon the loyal support of its long-term sponsor Rolex, whose backing is provided 'to improve the quality of maxi yacht racing internationally.'

In 2010 World Sailing recognised the IMA as an International Class. Thus the Association has the official remit to oversee the racing for maxi yachts (ie of 60ft (18.29m) and over) internationally, a responsibility that includes ensuring a minimum standard for maxi racing, covering everything from how racing is run to how yachts are equipped. The arrangement also allows access to World Sailing race officials and its Sailor Classification Code – the latter useful as the IMA prides itself on being largely an amateur owner-driver class, an aspect of maxi racing deeply embedded in the Association's psyche, even if maxi crew are otherwise typically professional.

Part owners' association and part governing body, today, well into its fifth decade of existence, the IMA still has all these roles. It works closely with the organisers of all yacht clubs which run maxi racing, such as its oldest partner, the Yacht Club Costa Smeralda in Porto Cervo, Sardinia, which today remains the spiritual epicentre of maxi racing with its annual Maxi Yacht Rolex Cup. Originally the Association was involved in events as far afield as Hawaii, and in recent years its reach has once again

begun to expand internationally, holding its first Caribbean Maxi Challenge series in 2022.

The pinnacle event in the IMA calendar remains the Maxi Yacht Rolex Cup, first held in 1980. Being a recognised World Sailing International Class, the IMA is permitted to hold two World Championships each year. To date the annual Porto Cervo event has doubled as a World Championship for Mini Maxis, then Maxi 72s, while the J Class held its first World Championship in Newport, RI in 2017 under the IMA's auspices, as its next Worlds will be in 2024.

2022 saw the first edition of the IMA Maxi European Championship, successfully run out of Sorrento, Italy, with its third edition in 2024.

In terms of participation the biggest maxi event is the Maxi Yacht Rolex Cup, typically attracting around 50 maxi entries in recent editions. Also drawing a similar number is Les Voiles de Saint-Tropez. This regatta concludes the annual inshore maxi racing season in the Mediterranean; the maxis there rivalling the classics for spectator interest.

To encourage maxi owners to race, the IMA groups major events into series. Typically there are five annually: the original IMA Mediterranean Maxi Inshore and Offshore Challenges, plus another in the Caribbean. In 2024 the IMA also introduced series in the Caribbean and Mediterranean for maxi multihulls. Each series has its own perpetual silver trophy, upon which each annual champion's name is engraved. In addition, the Association presents a Yacht of the Year trophy.

All this growth and development is communicated to the press, and found on the IMA website, through



▲▼ Photos: IMA/Studio Borlenghi

▼ Photo: ROLEX/Studio Borlenghi Photo: IMA/Studio Borlenghi ►



▼ Photo: IMA/James Boyd

▼ Photo: IMA/James Boyd





ABOUT THE INTERNATIONAL MAXI ASSOCIATION



its social media channels and in its yearbook, by the IMA media team of James Boyd, Maria Luisa Farris and social media expert Jack Murray.

A primary responsibility of the Association is to maintain and improve the quality of racing for its members. In this capacity it works closely with yacht clubs and regatta organisers, dealing with all aspects, from race documents to the technicalities of race management. The IMA employs a team of specialist staff to support maxi racing at events worldwide, and can, if needed, provide its own expert race officials. "The idea is that if an event appears in the IMA calendar, then members can be assured it will be of high quality," explains Secretary General Andrew McIrvine.

Photos: ROLEX/Studio Borlenghi

Central to the work of the IMA is that of its Association Technical Office (ATO). The present Association Technical Officer is former Director of the RORC Rating Office, James Dadd, with Monica Recchia, who comes with a strong background in the America's Cup and the TP52 class, as Race Secretariat. The IMA is a recognised member of the IRC Congress and is also a Rule Authority for ORC, enabling it to administer the ORCi Rule.

The Association Technical Office works closely with the IRC and ORC rating offices to ensure fairness of maxi racing and to improve measurement and safety checks at events. For example, partly in response to the pandemic, partly due to maxis being fitted with more powered systems, and partly to reduce costs,

this arrangement has allowed the IMA to offer amended TCCs on IMA certificates for those wishing to race with 70%, or fewer, of the crew number stated on their yacht's IRC certificate.

The ATO regularly works with the IMA Secretary General and the technical team on one of the most sensitive issues at maxi events - class splits, ie which maxi yacht will race in which class, against which other maxis. The objective here is to create a 'standard' practice to make such splits transferable between events in a predictable manner.

Until recently, maxi yachts were organised into broad class definitions: 'Maxi' or 'Mini Maxi Racer' or 'Maxi Racer-Cruiser' or 'Cruiser'. These sounded straightforward but in reality were purely subjective



terms leading to grey areas and many disagreements: Does a fully carbon fibre racer become a racer-cruiser because it has a sink or a plumbed-in head, for example?

To address this issue, the Association is altering its class designations. To date these have been: Mini Maxi - 60-80ft/18.29-24.08m; Maxi - 80-100ft/24.09-30.50m; Super Maxi 100+ft/30.51+m. At future events, the term 'Mini Maxi' will be dropped, and they will become part of an enlarged Maxi class. At larger events, the Maxi class will be divided into subclasses by IRC TCC alone, to create the best competition between racing yachts of similar speeds. Meanwhile supermaxis will have the option to compete in the more 'grand prix' Maxi class or to

stay in the Super Maxi class, competing under ORCs.

In 2023 to maintain consistency between events we tried fixed TCC-based class splits. Today while we maintain these splits, we can now tweak them depending upon the spread of an event's entries.

In practice, the IMA making such steps forward is only as good as the ability and willingness of its yacht club partners to implement them. With this in mind, IMA President Benoît de Froidmont instigated an annual meeting where such matters, along with best practice and latest developments, are discussed: The Presidents' Forum was held for the first time in December 2021 at the Yacht Club de Monaco and was well attended by presidents, commodores and

senior management from most of the major yacht clubs that run maxi racing.

While today, the role of the IMA may be similar to when it was founded, maxi racing itself has changed beyond all recognition. Early in the 1980s a maxi race would typically comprise five boats, increasing to 10 by the end of the decade. Today, events such as the Maxi Yacht Rolex Cup and Les Voiles de Saint-Tropez regularly attract 50+. But it is not just the sheer number that would impress the IMA's founders, but the maxi fleet's diversity. Most high profile are the lightweight grand prix racers: carbon fibre from masthead to hull bottom, carrying few creature comforts, but capable of blistering performance on all points of sail.

IMA Presidents' Forum: Grand annual gathering of yacht club presidents and representatives with IMA staff at the Yacht Club de Monaco. Photo: Martin Messmer/Yacht Club de Monaco



Typically, technology from these state-of-the-art craft filters down to racer-cruiser and cruiser-racer maxis. Today, for example, many are built in carbon fibre. But such diversity can also create great headaches for the rule makers.

Compared to the 1970s and 80s, maxis over a far greater range of lengths compete today. Truly giant yachts have been racing in anger since the 19th century – for displacement yachts to achieve maximum speed, nothing beats sheer waterline length. But compared to the 80ft IOR maxis, modern supermaxis are vast, such as the giant 66.9m ketch *Hetairos*, Hasso Plattner’s 45m *Visione* and Albert Buell’s similarly huge *Saudade*. Today technology

permits 100-125 footers to be raced as fiercely as smaller maxis.

Unsurprisingly, real growth has occurred at the smaller end, where several manufacturers like Nautor Swan, Vismara, Mylius and CNB now build production or semi-production maxis. Among the 60ft minimum length maxi is also the greatest diversity. From production boats to pure racers like Márton Józsa’s *Wild Joe*, and one-off racer-cruisers such as IMA President Benoît de Froidmont’s *Wally 60 Wallyño*. Most extreme – and IRC’s highest-rated yacht of all time – is Roberto Lacorte’s 60ft *FlyingNikka*, the first maxi to fly its hull clear of the water, like the AC75 used in the America’s Cup.

Given the maturity of the maxi class, there is also a wide range of ages: From the original Js, now approaching their 100th birthday, to the highly competitive Swan 65s, state-of-the-art a half century ago, yet today among the lowest-rated maxis. Nevertheless these older maxis, such as the Swan 65 *Shirlaf* and Alessandro Del Bono’s 25-year-old ILC Maxi *Capricorno*, are, if suitably well-maintained and sailed, still capable of winning under the IRC rating rule used by the fleet.

Ultimately the IMA is an international association of maxi yacht owners, with its 50-60 members having in common the same shared passion for racing their large yachts.

*Top left: The largest maxi fleets are naturally the smaller 60-80 footers.
Top right: Part of the Maxi Yacht Rolex Cup fleet.
Photos: IMA/Studio Borlenghi*

Stipulated in its By-Laws, the Association holds social functions for its members. Thus competition may be cut-throat on the water, especially in the racing classes, but ashore the Association regularly hosts receptions and dinners where discussions are had, friendships made or renewed, and plans forged. Top social event of the season is the IMA's annual Members' Dinner at the Yacht Club Costa Smeralda during the Maxi Yacht Rolex Cup, where IMA prizes such as the Yacht of the Year and the winner of the Mediterranean Maxi Offshore Challenge are presented. In addition, there are other memorable parties held in beautiful locations, from Saint-Tropez to the terrace of the magnificent Hotel Caesar Augustus in Capri.

The Association is guided by its Officers, with several Vice Presidents representing the interests of the various sections of the maxi fleet, headed by a President, currently Benoît de Froidmont. Day-to-day running of the IMA is left to Secretary General Andrew McIrvine and his team.

Becoming an IMA member is relatively straightforward: any owner or long-term charterer of a maxi yacht (of LH 60+ft/18.29+m) can join. New members must be proposed and seconded. Then their application must be approved by all existing members.

While the largest fleets of maxi yachts are to be found racing in the western Mediterranean, today maxis and IMA members compete all over the world, from Australia, Hong Kong and the US West and East coasts, to the Caribbean and the Baltic. All are eligible to join what is one of the world's most exclusive clubs.



*Maxi yachting defined - the J Class classic Velsheda leads the Swan 115 Shamanna through the La Maddalena archipelago.
Photo: ROLEX/Studio Borlenghi*



Mediterranean Maxi Offshore Challenge

The MMOC combines seven of the Mediterranean's leading offshore events into an annual championship. The series does not run over the calendar year, but starts with the Rolex Middle Sea Race and continues into the following season. This allows the winner to be presented with the series' perpetual trophy – a silver half-fluted bowl made in Sheffield, UK in 1913 - at September's IMA Members' Dinner. Recent additions to the MMOC have been PalmaVela's La Larga and the Aegean 600 in Greece.

Past winners

2015-16	<i>Rambler 88</i>	George David (USA)
2017-18	<i>Atalanta II</i>	Carlo A. Puri Negri (ITA)
2018-19	<i>Vera</i>	Miguel Galuccio (ARG)
2021-22	<i>Spirit of Lorina</i>	Jean-Pierre Barjon (FRA)
2022-23	<i>Black Jack</i>	Peter Harburg (AUS)



Mediterranean Maxi Inshore Challenge

Sister to the IMA's MMOC, this series was introduced in 2019 and combines the six leading maxi inshore events in the western Mediterranean. It includes the two largest maxi regattas, the Maxi Yacht Rolex Cup and Les Voiles de Saint-Tropez, where the series concludes. In 2023 IMA President Benoît de Froidmont and Wallyño for the second time had their names added to the winner's vintage silver perpetual trophy – a two-handled cup on a square foot, made by DG Collins in Sheffield in 1911 - awarded at the prize-giving of Les Voiles de Saint-Tropez.

Past winners

2019	<i>Wallyño</i>	Benoît de Froidmont (BEL)
2022	<i>Capricorno</i>	Alessandro Del Bono (ITA)
2023	<i>Wallyño</i>	Benoît de Froidmont (BEL)



Caribbean Maxi Challenge

Following the model of the MMIC and MMOC, the Association launched its new Caribbean series for the 2022 season. Unlike its Mediterranean equivalents, the Caribbean Maxi Challenge is open to all maxi owners, not just IMA members. It also includes both inshore race weeks and the RORC's successful offshore race, the Caribbean 600. The CMC is positioned so that competitors can take part in January's RORC-IMA Transatlantic Race from Lanzarote to Grenada as a feeder to the Caribbean, followed by a most pleasant delivery north through the islands to Antigua. The winner has their name recorded in history, engraved on the CMC's antique silver perpetual trophy.

Past winners

2022	<i>I Love Poland</i>	Polish National Foundation (POL)
2023	<i>Pyewacket70</i>	Roy P Disney (USA)



Gianfranco Alberini Challenge Trophy

The Gianfranco Alberini Challenge Trophy was created in tribute to the ‘Comandante’, who served as IMA Secretary General from 1981 until he passed away in June 2013. Alberini was instrumental in developing the sport of maxi racing. The trophy – a dodecagonal silver cup, mounted on a juniper plinth – was first awarded to the IMA member whose crew demonstrated exceptional sportsmanship in the Volcano Race. Since that race is no longer held, the perpetual trophy, donated by the IMA Board, is now awarded at the present Secretary General’s discretion.

Past winners

2014	<i>Shirlaf</i>	Giuseppe Puttini (ITA)
2015	<i>Fra’ Diavolo</i>	Vincenzo Addressi (ITA)
2016	<i>Wild Joe</i>	Márton Józsa (HUN)
2023	<i>Oscar3</i>	Aldo Parisotto (ITA)



IMA Yacht of the Year Trophy

The Association awards a special prize recognising the IMA member whose yacht has achieved the best performance through the year, based upon number of races sailed and their results. The 19th century silver trophy is presented at the IMA Members’ Dinner.

Past winners

2013	<i>Rán II</i>	Niklas Zennström (SWE)
2014	<i>Robertissima</i>	Roberto Tomasini Grinover (ITA)
2015	<i>Momo</i>	Dieter Schön (GER)
2016	<i>Rambler 88</i>	George David (USA)
2017	<i>Proteus</i>	George Sakellaris (USA)
2018	<i>Atalanta II</i>	Carlo A. Puri Negri (ITA)
2019	<i>Rambler 88</i>	George David (USA)
2021	<i>Twin Soul B</i>	Luciano Gandini (ITA)
2022	<i>Capricorno</i>	Alessandro Del Bono (ITA)
2023	<i>North Star</i>	Peter Dubens (GBR)



IMA Trophy for the RORC-IMA Transatlantic Race

This magnificent ‘Adam Style’ vintage sterling silver trophy is awarded to the monohull line honours winner of what is the longest race in the IMA’s calendar, the annual Transatlantic Race, from Lanzarote to Grenada.

Past winners

2015	<i>Nomad IV</i>	Jean-Paul Riviere (FRA)
2016	<i>Leopard 3</i>	Mike Slade (GBR)
2017	<i>CQS</i>	Ludde Ingvall (AUS)
2018	<i>My Song</i>	Pier Luigi Loro Piana (ITA)
2019	<i>Childhood</i>	Bouwe Bekking (SWE)
2021	<i>Green Dragon</i>	Johannes Schwarz (AUT)
2022	<i>Comanche</i>	Mitch Booth (AUS)
2023	<i>I Love Poland</i>	Polish National Foundation (POL)
2024	<i>Leopard 3</i>	Joost Schuijff (NED)

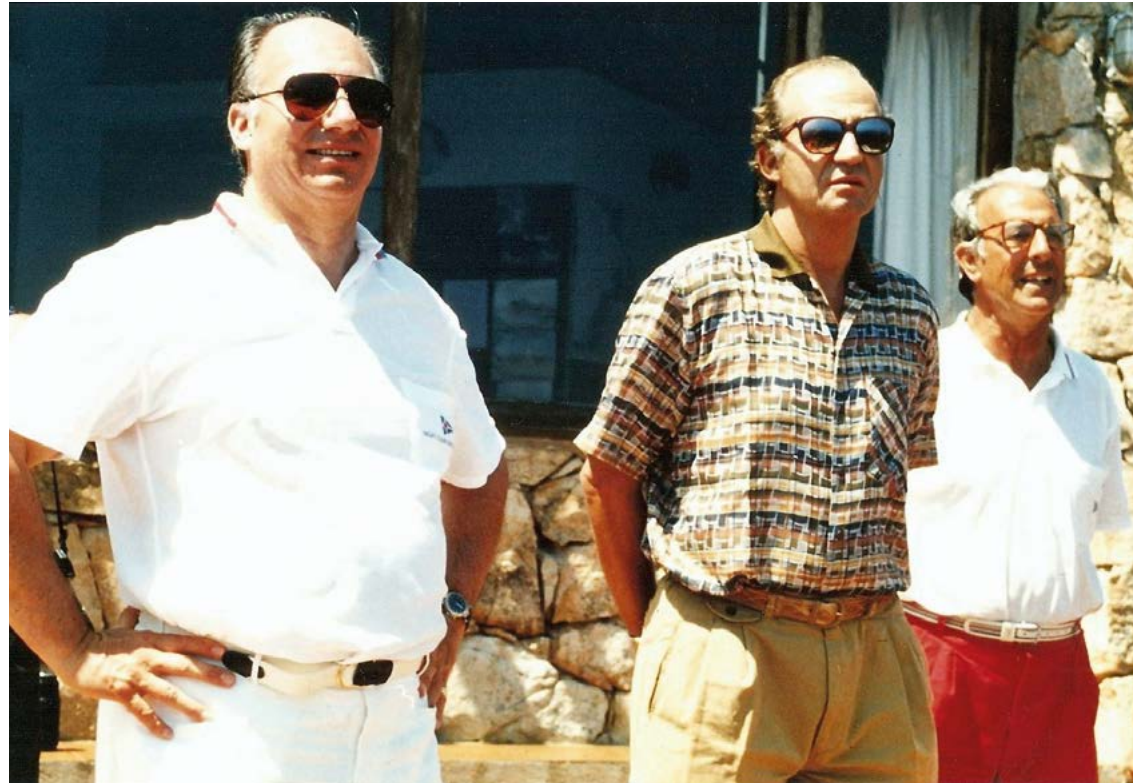
Racing between sailing vessels is not a new phenomenon; even as a pastime between large yachts it had been taking place for more than a century before the International Maxi Association (IMA) was founded under its original name, the International Class A Yacht Association (ICAYA) in 1979.

Origins

During the 19th century the speed of large sailing ships improved rapidly due to commercial pressures, with the clipper ships famously racing to transport tea, fruit or even opium from the Far East or Caribbean back to Europe or, during the Californian Gold Rush, passing around Cape Horn between the West and East Coasts of the USA. At the same time yacht racing was developing as a sport. In Europe, this was largely inshore and restricted to royalty and the aristocracy, while newly-moneyed Americans enjoyed racing both inshore and offshore.

In 1851 it was America that beat the best Britain could offer, winning what would become the America's Cup. The USA also pioneered ocean racing, with three giant yachts racing across the North Atlantic for the first time in the New York Yacht Club's supremely dangerous Transatlantic Race in 1866.

Competitive racing between large purpose-built yachts evolved greatly in the early 20th century, thanks to the America's Cup and willing owners on both sides of the Atlantic – JP Morgan and the Vanderbilt family in the US, and the Thomases Lipton and Sopwith, as well as Kings Edward VII and George V in the UK – aided by pioneering yacht designers such as NG Herreshoff, CE Nicholson and William Fife. This 'belle époque' culminated in the J Class of the 1930s.



The modern era of what would become maxi yachting began after World War II, with the establishment of more major events a key catalyst. The first editions of the Transpac and the Newport Bermuda were both in 1906, the latter spawning the first Fastnet Race in 1925. They were followed by the Gotland Runt, and, in the latter half of the 20th century, by the Sydney Hobart, Middle Sea Race, China Sea Race, Cape Town to Rio and the Pineapple Cup from Miami to Montego Bay, among others.

By the 1950s the Transpac was perhaps the most successful event for large yachts with, for example, the 1959 edition of the downwind sleighride to Honolulu attracting 16 yachts of 60ft+ LOA. From this period onwards, these events attracted owners keen to compete in as many as possible, including Americans Huey Long and Jim Kilroy with their *Ondine* and *Kialoa* maxis, Dutch plywood pioneer Cornelis Bruynzeel with his all-conquering 27m ketch *Stormvogel* and Baron Edmond de Rothschild

His Highness the Aga Khan, His Majesty King Juan Carlos I of Spain and Commodore Alberini, IMA Secretary General from 1981 to 2013, at the YCCS Observatory in Porto Cervo in 1986. Photo: YCCS archives

with his *Gitanas*. Owners such as these began globetrotting between events in the Northern and Southern hemispheres.

Maxi racing became more formalised with the advent of the IOR rule in 1971. This had a maximum rating limit of '70ft' to which yachts would be purpose-built – hence their nickname 'maxi'. Officially under IOR they were the 'Class A', rating 60-70ft, although, as designs developed, they grew, their 'true' LH eventually exceeding 80ft and their displacement 35-40 tonnes.

The new rule established a new genre of maxi, starting with Robert Johnson's *Windward Passage*, with others joining such as conductor Herbert von Karajan with his *Helisaras*, Bob Bell's *Condor of Bermuda*, William Whitehouse-Vaux's *Mistress Quickly* and future America's Cup challenger Raul Gardini with his *Il Moro di Venezia* maxis.

An Association is born

Into this context the ICAYA was created, born at a meeting between maxi owners during Cowes Week on 6 August 1979, just days prior to that year's deadly Fastnet Race. The fledgling ICAYA stated its aim as 'encouraging amateur yacht racing and sailing, as well as the organisation of corinthian sailing matches, races, regattas and competitions for big sailing yachts all over the world'.

Among the owners at the meeting were Baron Edmond de Rothschild, who was appointed President, while John Kilroy and William Whitehouse-Vaux became Vice Presidents of the Western and Eastern Hemispheres respectively. His Highness the Aga Khan and His Majesty King Juan



Top left: Raul Gardini's *Il Moro de Venezia* was third in Porto Cervo in 1987. Top right: John Kahlbetzer's 1979 Frers design *Bumblebee IV*, winner of the first Maxi Worlds in Porto Cervo in 1980. Above: Conductor Herbert von Karajan's *Helisara VI*. Photos: YCCS archives



Carlos I of Spain were made Honorary Members, while the first Honorary Secretary was the Yacht Club de France's François Carn. Extra technical advisers co-opted included yachtsman Harold Cudmore, *Kialoa* skipper Bruce Kendall and sailmaker Peter Bateman. The Association was formally registered in Geneva.

Early on, the ICAYA's members agreed upon a race programme taking in the Caribbean, USA and Europe, avoiding clashes with established races like Newport Bermuda, the Fastnet and Sydney Hobart. Typically the circuit alternated annually between

Europe and the US/Caribbean, with popular venues including Palma, Porto Cervo and Saint-Tropez in the Mediterranean; St Thomas and Antigua in the Caribbean; and Newport, RI and the Southern Ocean Racing Conference (SORC) in Florida, plus, subsequently, the Pan Am Clipper Cup/Kenwood Cup in Hawaii and San Francisco Big Boat Series.

A figure instrumental to the ICAYA was Gianfranco Alberini, a retired Italian Navy Admiral. He was appointed IMA Secretary General in 1981 and would remain in that role until his death in 2013. From 1975 Alberini was also Secretary General of



the Yacht Club Costa Smeralda in Porto Cervo and, from 1981, its Commodore. The Costa Smeralda and Porto Cervo Marina (opened in 1975, followed by the YCCS's magnificent clubhouse a year later) had become favourites with maxi owners following their first visit in 1980. Thanks to Alberini, the YCCS became the de facto base for the ICAYA too.

Early editions of the ICAYA World Championship usually comprised multiple events over a season, with, for example, *Kialoa IV* winning overall in 1981 and 1983. There were also years when there was a single World Championship event, usually in Porto

Above: Bill Koch's 1982 Frers design Matador. Above right: Magic Carpet chases Kialoa V at the Maxi Worlds in 1995. Photos: YCCS archives



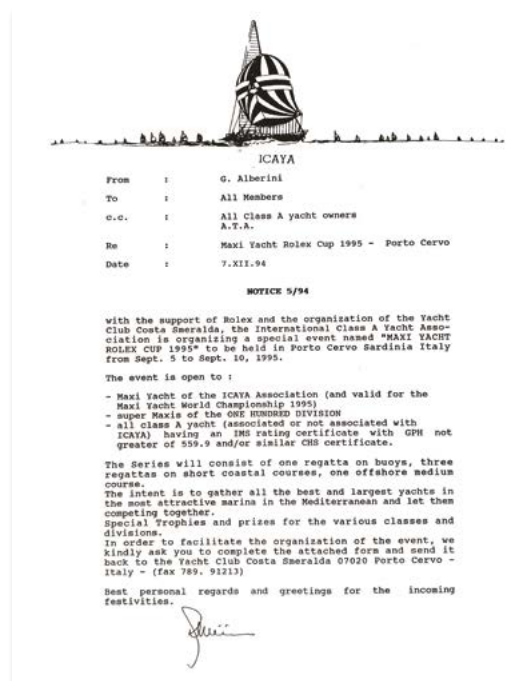
The ICAYA and, from 2001, the IMA yearbooks provide great insight into the development of maxi yachting over the years

Cervo, such as that won in 1985 by John Coumantaros' *Boomerang*. Some years there were two World Champions, as in 1987 when *Kialoa V* won the IOR 70.00 class and *Emeraude* the smaller IOR 62.50 division.

The maxi circuit, with the ICAYA at its centre, saw a fresh generation of owners arrive over the 1980s. Among them were Coumantaros with his series of *Boomerangs*; Dr Enrico Recchi with *Benbow*; Marvin Green with his highly successful *Nirvana*; Jacob Wood with *Sorcery*; Bevin Koepfel and *Congere*; Bernard Lewis with *Sovereign*; Bill Koch with *Matador*; and latterly, Bernard Lewis with *Sovereign*; Rod Muir with *Windward Passage 2*; Jacques Dewailly with *Emeraude*; Gianni Varasi with *Longobarda*; Syd Fischer's *Ragamuffin*; Charles Robertson's *Cannonball* and America's Cup winner Alan Bond with *Drumbeat*. Maxi racing was growing.

IMA and Rolex

At the time the ICAYA was established the maxi fleet was divided, with another equally successful group of IOR maxis competing in early Whitbread Round the World Races. This continued until the mid-1990s when IOR offshore maxis - as exemplified by the giant ketch *Steinlager II* - were replaced by the Whitbread 60. Aside from being built to withstand the Southern Ocean, the significant difference between these maxis and those of the ICAYA was philosophical: From its outset, the trend in the Whitbread was towards sponsored boats and professional crews. In the late 1970s this was a direction in which the private owners of the ICAYA had no desire to follow and is why words such as 'amateur' and 'corinthian' appeared in the Association's aims.



Top left: Gianfranco Alberini (right) with Matador owner Bill Koch. Photo: IMA archives.

Top right: Gianfranco Alberini with Boomerang owner George Coumantaros and wife Sophie. Photo: ROLEX/Carlo Borlenghi.

Above right: Jim Kilroy's heavily-campaigned Frers maxi Kialoa V.

Above left: Secretary General Gianfranco Alberini announces the first Maxi Yacht Rolex Cup in 1995. Photos: IMA archives

However times change, and while sponsorship and sponsor branding had been banned by the sport's governing body in 1969, by the 1980s that position was easing, not just in sailing but across sport broadly.

For the YCCS and the ICAYA the path into sponsorship was gentle. Gianfranco Alberini used to recall how naturally it came about that Swiss timepiece manufacturer Rolex decided to join the sailing activities in the Costa Smeralda, and

especially the maxi events: "The partnership between the YCCS and Rolex was born almost spontaneously in the 1980s, with a first appearance in 1984 of the Rolex logo and name for the Swan World Cup organised by the YCCS, which became known as the 'Rolex Swan Cup'.

"The following year, for the Maxi Yacht World Championship in Porto Cervo, Rolex CEO André J. Heiniger decided to offer a Rolex Cup, in the belief

that coupling both our logos and philosophies had tremendous potential: So the Maxi Yacht World Championship-Rolex Cup was born."

Editions of the event in the early 1990s were called the Offshore Maxi Merit Cup, after Pierre Fehlmann's Whitbread Round the World Race sponsor, until 1994 when Rolex agreed to become title sponsor and the event's name was changed to its present form, the Maxi Yacht Rolex Cup, the following year.



Typical groundbreaking Wally - the 26m Tiketitoo from 2001, with her central cockpit, clutter-free deck and owner's private lounge area aft.
Photo: Tim Wright/PPL



From 2000 the Maxi Yacht Rolex Cup became an annual (rather than biennial) event, its slot in the yachting calendar firmly anchored to the first week in September - as it remains today.

Au revoir IOR

During the early 1990s, the global economic downturn, combined with rising participation costs, helped cause the demise of the IOR rule. In the maxi world, it was replaced by the Offshore Racing Council's IMS rule and, briefly, the International Level Class (ILC) for maxis in 1994. ILC Maxi World Championships were held



from 1997 to 1999, but by 1999, for example, three distinct maxi fleets were competing – the ILC maxis, the non-ILC maxis, as well as the Maxi One Design, an 80ft one-design maxi fleet owned by future America's Cup winner Ernesto Bertarelli.

While the maxi fleet had long since split between outright racers with minimal interior, and racer-cruisers fitted out to differing degrees of luxury, this decade also saw the creation of a new genre of maxi in Luca Bassani's Wally Yachts, notably *Genie of the Lamp* and *Magic Carpet*. These represented a

renaissance in maxi design, combining state-of-the-art technology and performance with supreme styling. Wally's subsequent success caused a significant swelling of the racer-cruiser maxi fleet, with Bassani's groundbreaking approach permeating throughout.

Over the 1990s came a further influx of maxi owners and new yachts, including Jim Dolan with *Sagamore*, Alberto Roemmers' *Alexia*, Hasso Plattner's *Morning Glory*, Riccardo Bonadeo's *Rose Selavy*, Vittorio Moretti's *Viriella*, Harry Macklowe's *Unfurled* and Larry Ellison with *Sayonara*.

At this point the Association was overseen by a President, two Vice Presidents (Western Hemisphere and Eastern Hemisphere) and a Treasurer. Presidents during the 1990s were George Coumantaros, James L. Dolan, Alberto Roemmers and *Adela* owner George Lindemann. It was run day-to-day by a small, efficient team led by Secretary General Alberini, with Nicola Sironi running the Association Technical Office and Vivian Rodriguez as Class Secretary. Significantly, in 2001, as a direct consequence of the demise of both the IOR and Class A, the ICAYA was rechristened the International Maxi Association.

The 2000s were especially buoyant for both maxi racing and the IMA, both growing rapidly. This was best demonstrated by the size of the Maxi Yacht Rolex Cup fleet: In the high 20s during the late 1990s, it rose to 37 by 2005, with participation peaking at 53 in 2016, and bouncing back post-pandemic to 50 in 2022.

The IMA received a major endorsement in 2009-10 when it became officially recognised by sailing's governing body, World Sailing. This enables it to hold

Above left: George David's Ramblers have been the most heavily campaigned maxis since the mid-2000s. Photo: IMA/Studio Borlenghi
Above right: Alfa Romeo's Neville Crichton is soon to return to maxi racing with the J Rainbow. Photo: ROLEX/Carlo Borlenghi

IRC AND MODERN DAY MAXIS

The RORC/UNCL's IRC rating rule was adopted by the IMA for maxi yacht racing in 2008. At this time the maxi fleet was both large in number and diverse, in terms of length, performance, age, etc. Yet IRC has done sterling work creating a level playing field for racing.

IRC is a 'secret' rule. The idea of this is to lessen type-forming (where a yacht's design is optimised to a specific rule). Instead yacht designers draw the best boat to suit an owner's objectives, leaving IRC to provide a fair rating. In reality designers have a good idea regarding what features attract a favourable or unfavourable rating.

Compared to their IOR forebears, modern IRC racing maxis are typically around two thirds the displacement, fuller in the ends, with much more advanced materials used in their construction and gear. Carbon fibre, once only used in hulls, now extends to mast and spars, sails and even rigging. Movable ballast is permitted in the form of water ballast or a canting keel. Recent developments include maxis with retracting DSS lateral foils to generate righting moment, while the very latest maxi, *FlyingNikka*, has foils, enabling it to fly. IRC is called upon to rate even these.

In terms of length, modern maxis start at 60ft LH and, theoretically, have no upper limit. In recent decades 100ft (30.48m) has been considered the maximum length for racing maxis, and remains the maximum length for Rolex Sydney Hobart and Newport Bermuda entries, but some have been substantially longer, notably Robert Miller's *Mari Cha III* and *IV* (now *Samurai*) at 146 and 140ft (44.7/42.6m) respectively. Today yachts of 120-125ft are being raced in anger, from builders such as Baltic Yachts, Southern Wind and Nautor Swan.



Across the size range are maxi yachts of all flavours, from pure racers to racer-cruisers and cruiser-racers to pure cruisers. Some are one-off designs, while the majority are semi-custom production models from companies like Nautor Swan, Southern Wind, Vismara, CNB and Mylius.

Given the maturity of maxi racing today, the fleet spans a giant age range. Aside from the Js, which

typically compete under their own rule, many examples of the 'original production maxi', the Swan 65, continue to race, with the ever-accommodating IRC expected to rate them fairly too against more modern designs.

The IMA typically uses the ORC's rating rules for superyachts and is expecting to use ORCmh for its multihull competitors.

Close racing between yachts of very differing ages and sizes at the Maxi Yacht Rolex Cup.
Photo: IMA/Studio Borlenghi



two official World Championships annually for maxi yachts. The first Mini Maxi World Championship was held in 2010, won by Niklas Zennström's *Rán II*.

New era

Taking over as the IMA Secretary General from Gianfranco Alberini in 2013 was Andrew McIrvine, a retired surgeon, former Commodore and Admiral of the RORC and an accomplished yacht racer. He was

recruited by *y3k* owner Claus-Peter Offen, who was followed in the IMA President's chair by *Open Season* owner Thomas Bscher and by the present incumbent, Benoît de Froimont, owner of the *Wally 60 Wallyño*.

Under McIrvine, the IMA has developed and grown substantially. At the beginning of his tenure, the IMA was a co-organiser of just the annual Maxi Yacht Rolex Cup and the spectacular Volcano Race, an

event Alberini had introduced in 2011. Since then relations have been nurtured between the IMA and many more yacht clubs and maxi race organisers. This enabled the Association to introduce its first annual IMA Mediterranean Maxi Offshore Challenge (MMOC) over 2015-16, grouping top maxi events, such as the Rolex Giraglia and Rolex Middle Sea Race, into a championship. The MMOC was followed in 2019 by the Mediterranean Maxi Inshore Challenge (MMIC), which includes what are today the two biggest events in the calendar, the Maxi Yacht Rolex Cup and Les Voiles de Saint-Tropez. In 2022 the IMA regained a foothold in the Caribbean with its four-event Caribbean Maxi Challenge (CMC).

The IMA's maxi world championships have also evolved. To relieve pressure among the Mini Maxi racer-cruisers, the IMA introduced the Maxi 72 class and made the World Championship exclusively theirs. Brought in to manage the Maxi 72s was Rob Weiland, well known for his outstanding work as TP52 Class Manager. The Rolex Maxi 72 World Championship was held until 2018, after which all the Maxi 72s drifted out of class.

Ties are close with the revitalised J Class. While only three originals of these magnificent 1930s America's Cup leviathans remain (*Shamrock*, *Velsheda* and *Endeavour*), six new ones have been added to this extraordinary fleet, with another in build. J Class competition peaked in 2017 when the IMA jointly organised with the J Class and the New York Yacht Club, the J Class World Championship in Newport, RI. With several Js having changed hands, in 2024 the class was once again set to join the America's Cup celebrations in Barcelona with plans to return to Newport in 2025.



Top: IMA Members' Dinner pre-drinks on the terrace of the Yacht Club Costa Smeralda.
Above left: IMA President Benoît de Froimont with Twin Soul B's Luciano Gandini.
Above right: Andrew McIrvine presents Lorina 1895's owner Jean-Pierre Barjon with his prize at the 2021 Rolex Capri Sailing Week.
Photos: IMA/Studio Borlenghi



In 2022 the first Maxi European Championship was held, organised with the Circolo del Remo e della Vela Italia. Part of Tre Golfi Sailing Week, this comprised the club's Regata dei Tre Golfi overnight race, followed by four days of inshore and coastal racing on the Bay of Naples and around Capri, with the fleet based in Sorrento.

The future

The state of the maxi fleet is in constant flux. While the Maxi 72s were the hot class of the 2010s (and still race today, albeit out of class), at present there is a trend towards bigger grand prix race boats with the 80-100ft part of the maxi fleet currently the most competitive it has been ever. The 100-footers in particular have excellent racing with the trio of Wallycentos lining up with the similarly-sized *Leopard 3* and *Arca SGR* among others. Several owners are now trading up to even bigger yachts of up to 125ft,

which new technology allows to be raced with all the same intensity as their smaller siblings.

Yachts fitted with DSS lateral foils have raced with the IMA for many years, but most recently the Association has worked closely with Vice President Roberto Lacorte as he developed the first fully foiling maxi. His *FlyingNikka* made it out onto the race track for the first time in 2022. How she will integrate with the rest of the maxi fleet in the future remains to be seen.

During 2022 the IMA was approached by the owners of both fast cruising catamarans and racing trimarans in the 60+ft 'maxi' size range, looking to integrate their yachts into the Association. While racing trimarans, such as the MOD70s, were once solely campaigned by professional teams, today many are privately owned and enjoy great racing, especially offshore, often in the same events as maxi monohulls. Meanwhile, for two decades Gunboat



has been developing a new genre of comfortable, high tech ultra-high performance catamaran, with other manufacturers now also joining in. The IMA responded to this in 2024, introducing Caribbean and Mediterranean maxi multihull circuits.

Geographically, while the largest part of the fleet itself remains in the vicinity of the IMA's base in Italy and the western Mediterranean, many visit, or are based, elsewhere around the world, anywhere where strong pockets of maxi racing exists. This includes the Caribbean regattas, the West Coast of the USA with the Transpac, Pacific Cup and the races south to Mexico; or Australia where the focus ranges from achieving line honours in the Rolex Sydney Hobart, to day-racing in Hamilton Island.

Maxi yachting today remains as buoyant as ever around the world, as does the IMA and its membership.

*Above left: Roberto Lacorte's FlyingNikka is the first, and unlikely to be the last, fully foiling maxi yacht. Photo: IMA/Studio Borlenghi
Above right: Multihulls will be a growing area of maxi racing over the next few years. Photo: Patrick Condy*

IMA MEMBERS' YACHTS



ALLEGRA



ATALANTA II



BELLA MENTE



BULLITT



CAPRICORNO



CHARIS



CONTAINER



DEEP BLUE



DJANGO HF

*FLYINGNIKKA**GALATEIA**GITANA**GREEN EYES**H2O**HIGHLAND FLING 18**JETHOU**J ONE**KALLIMA*



KAURIS IV



LADY FIRST III



LEOPARD 3



LUNZ AM MEER



LYRA



MAGIC CARPET³



MASCALZONE LATINO



MY SONG



NILAYA

*NORTHSTAR**OPEN SEASON**OSCAR3**PETIT CHEVAL BLANC**PROTEUS**RE/MAX ONE 2**SEABISCUIT L**SIX JAGUAR**SPIRIT OF LORINA*



STARK RAVING MAD VII



STELLA MARIS



STRATHISLA



SUD



SVEA



TWIN SOUL B



UNFURLED



V



VELSHEDA



VESPER



WALLYÑO



WAY OF LIFE



WILD JOE



Y3K



YORU



MAXI RECORD HOLDERS

Races	Time	Year	Yacht	Type	Skipper
Rolex Fastnet Race (to Plymouth)	1d 18h 38m	2011	<i>Abu Dhabi Ocean Racing</i>	IMOCA	Charlie Dalin and Pascal Bidégorry (FRA)
Rolex Fastnet Race (to Cherbourg)	2d 7h 16m 26s	2023	<i>MACIF</i>	ClubSwan 125	Dmitry Rybolovlev (RUS)
Rolex Sydney Hobart Yacht Race	1d 9h 15m 24s	2017	<i>LDV Comanche</i>	VPLP-Verdier 100	Jim Cooney and Samantha Grant (AUS)
Rolex Middle Sea Race	1d 16h 17m 50s	2021	<i>Comanche</i>	VPLP-Verdier 100	Mitch Booth (AUS/NED)
Rolex Giraglia (to Sanremo)	14h 56m 16s	2012	<i>Esimit Europa 2</i>	Reichel/Pugh 100	Igor Simčič (SLO)
Newport-Bermuda	1d 10h 42m 53s	2016	<i>Comanche</i>	VPLP-Verdier 100	Jim and Kristy Hinze Clark (USA/AUS)
RORC Caribbean 600	1d 13h 41m 45s	2018	<i>Rambler 88</i>	Juan K 88	George David (USA)
ÅF Offshore Race (Round Gotland)	1d 3h 4m 9s	2019	<i>HiQ 4</i>	VO65	Bouwe Bekking (NED)
Transatlantic Race (Newport-Lizard)	6d 22h 8m 2s	2011	<i>Rambler 100</i>	Juan K 100	George David (USA)
RORC-IMA Transatlantic Race	7d 22h 1m 4s	2022	<i>Comanche</i>	VPLP-Verdier 100	Mitch Booth (AUS/NED)
Transpac	5d 1h 55m 26s	2017	<i>Comanche</i>	VPLP-Verdier 100	Jim and Kristy Hinze Clark (USA/AUS)
Regata dei Tre Golfi	15h 30m 1s	2023	<i>Jethou</i>	Vrolijk 77	Sir Peter Ogden (GBR)
Pineapple Cup	2d 10h 24m 42s	2005	<i>Titan 12</i>	Reichel/Pugh 75	Tom Hill (PUR)
Pacific Cup	5d 2h 41m 13s	2016	<i>Rio 100</i>	Bakewell-White 100	Manouch Moshayedi (USA)
151 Miglia-Trofeo Cetilar	13h 50m 43s	2019	<i>Rambler 88</i>	Juan K 88	George David (USA)
Palermo-Montecarlo	1d 23h 46m 48s	2015	<i>Esimit Europa 2</i>	Reichel/Pugh 100	Igor Simčič (SLO)
Cape Town-Rio	10d 11h 29m	2014	<i>Maserati</i>	Open 70	Giovanni Soldini (ITA)
Cape Town-Salvador de Bahia	11d 2h 55m	2009	<i>Rambler</i>	Reichel/Pugh 90	George David (USA)
Round Ireland Race	2d 2h 24m 9s	2016	<i>Rambler 88</i>	Juan K 88	George David (USA)
Round the Island Race	3h 43m 50s	2013	<i>ICAP Leopard</i>	Farr 100	Mike Slade (GBR)
Sevenstar Round Britain Race	4d 13h 10m 28s	2014	<i>Abu Dhabi Ocean Racing</i>	VO65	Ian Walker (GBR)
Chicago to Mackinac	23h 30m 34s	2002	<i>Pyewacket</i>	Reichel/Pugh 75	Roy E Disney
Rolex China Sea Race	47h 31m 08s	2016	<i>Alive</i>	Reichel/Pugh 66	Philip Turner and Duncan Hine (AUS)
Hong Kong to Hainan Race	23h 31m 52s	2016	<i>Scallywag</i>	Dovell 100	Seng Huang Lee (HKG)
Hong Kong to Vietnam Race	1d 17h 30m 20s	2019	<i>Lucky</i>	Maxi 72	Bryon Ehrhart (USA)
Buenos Aires - Rio de Janeiro	4d 9h 55m 45s	2008	<i>Rambler</i>	Reichel/Pugh 90	George David (USA)
ARC (Gran Canaria-St Lucia)	8d 6h 29m 15s	2016	<i>Rambler 88</i>	Juan K 88	George David (USA)
Passage					
Cadiz-San Salvador	10d 23h 9m 39s	2012	<i>Maserati</i>	Open 70	Giovanni Soldini (ITA)
Around Isle of Wight	3h 13m 11s	2017	<i>MAPFRE</i>	VO65	Xabi Fernandez (ESP)
New York-San Francisco	47d 42m 29s	2013	<i>Maserati</i>	Open 70	Giovanni Soldini (ITA)
New York-Lizard	5d 14h 21m 25s	2016	<i>Comanche</i>	VPLP-Verdier 100	Jim and Kristy Hinze Clark (USA/AUS)

PAST MAXI WORLD CHAMPIONS AND MAXI YACHT ROLEX CUP WINNERS

1980	<i>Bumblebee IV</i>	A. Kahlbetzer (AUS)	ICAYA WC
1981	<i>Kialoa IV</i>	J. B. Kilroy (USA)	ICAYA WC
1983	<i>Kialoa IV</i>	J. B. Kilroy (USA)	ICAYA WC
1985	<i>Boomerang</i>	G. S. Coumantaros (GRE)	ICAYA WC
1987	<i>Kialoa V</i>	J. B. Kilroy (USA)	ICAYA WC
1988	<i>Il Moro di Venezia III</i>	R. Gardini (ITA)	ICAYA WC
1989	<i>Longobarda</i>	G. Varasi (ITA)	ICAYA WC
1990	<i>Matador 2</i>	W. Koch (USA)	ICAYA WC
1991	<i>Matador 2</i>	W. Koch (USA)	ICAYA WC
1995	<i>Sagamore</i>	J. Dolan (USA)	
1996	<i>Boomerang</i>	G. S. Coumantaros (GRE)	
1997	<i>Sayonara</i>	L. Ellison (USA)	ILC MWC, Porto Cervo
	<i>Morning Glory</i>	H. Plattner (GER)	
1998	<i>Sayonara</i>	L. Ellison (USA)	ILC MWC, Newport
1999	<i>Sayonara</i>	L. Ellison (USA)	ILC MWC, Porto Cervo
	<i>Genie of the Lamp</i>	G. Vacchi (ITA)	
2000	<i>Rose Selavy</i>	R. Bonadeo (ITA)	IMS
	<i>Magic Carpet</i>	L. Owen-Jones (GBR)	Cruising
2001	<i>Unfurled</i>	H. Macklowe (USA)	Heavy Cruiser
	<i>Virtuelle</i>	C. Perrone (ITA)	Cruiser
	<i>Vae Victis</i>	A. Grande (ITA)	Wally
	<i>Edimetra</i>	E. Gismondi (ITA)	IMS
2002	<i>Alexia</i>	A. Roemmers (ARG)	IMS
	<i>Adela</i>	G. Lindemann (USA)	Classic Cruisers
	<i>Viriella</i>	V. Moretti (ITA)	Cruising
	<i>Magic Carpet</i>	L. Owen-Jones (GBR)	Wally
	<i>Nautor Challenge</i>	Nautor (ITA)	Unlimited
2003	<i>Alfa Romeo</i>	N. Crichton (NZL)	IRC
	<i>Idea SAI</i>	R. Raiola (ITA)	IMS
	<i>Wallyño</i>	L. Bassani Antivari (MON)	Wally
	<i>Whitefin</i>	A. Canessa (ITA)	Spirit of Tradition
2004	<i>Alexia</i>	A. Roemmers (ARG)	Wally
	<i>Pyewacket</i>	R. Disney (USA)	Racing
	<i>Mister A</i>	A. Pagani (ITA)	Cruising

2005	<i>Adela</i>	G. Lindemann (USA)	Spirit of Tradition
	<i>Unfurled</i>	H. Macklowe (USA)	Cruising A
	<i>Roma</i>	F. Faruffini (ITA)	Cruising B
	<i>y3k</i>	C. P. Offen (GER)	Wally
	<i>Black Dragon</i>	O. Happel (GER)	Racing
2006	<i>Magic Carpet 2</i>	L. Owen-Jones (GBR)	Wally
	<i>Alfa Romeo</i>	N. Crichton (NZL)	Racing
	<i>Atalanta II</i>	C. A. Puri Negri (ITA)	Mini Maxi
	<i>Roma</i>	F. Faruffini (ITA)	Maxi C
	<i>Hetairos</i>	O. Happel (GER)	Spirit of Tradition
	<i>Unfurled</i>	H. Macklowe (USA)	Cruising
2007	<i>J One</i>	J. C. Decaux (FRA)	Wally
	<i>Morning Glory</i>	H. Plattner (GER)	Racing
	<i>Ranger</i>	Rsv Ltd (USA)	Cruising
	<i>AllSmoke</i>	G. Herz (GER)	Mini Maxi - IRC
	<i>Atalanta II</i>	C. A. Puri Negri (ITA)	Mini Maxi - ORC
2008	<i>Magic Carpet 2</i>	L. Owen-Jones (GBR)	Wally
	<i>Numbers</i>	Meyers/Bertarelli (USA/SUI)	Mini Maxi - IRC
	<i>Rambler</i>	G. David (USA)	Racing
	<i>Ads Glen</i>	Miani/Benussi (ITA)	Mini Maxi - ORC
	<i>Ranger</i>	Rsv Ltd (USA)	Cruising
2009	<i>y3k</i>	C. P. Offen (GER)	Wally
	<i>Alfa Romeo</i>	N. Crichton (NZL)	Mini Maxi Racing
	<i>Whisper</i>	M. Cotter (IRL)	Mini Maxi Racing/Cruising
	<i>Rán</i>	N. Zennström (SWE)	Mini Maxi Racing
	<i>Beau Geste</i>	K. Kwok (HKG)	Cruising + Tradition
	<i>Velsheda</i>	Tarbat Inv. (GBR)	Cruising/Spirit of Tradition
2010	<i>y3k</i>	C. P. Offen (GER)	Wally
	<i>Esimit Europa 2</i>	I. Simčič (SLO)	Racing + R/C
	<i>Aegir</i>	B. Benjamin (GBR)	Mini Maxi R/C
	<i>Hetairos</i>	O. Happel (GER)	Super Maxi
	<i>Rán II</i>	N. Zennström (SWE)	Mini Maxi World Champion
2011	<i>y3k</i>	C. P. Offen (GER)	Wally
	<i>DSK Investments</i>	D. Salsi (ITA)	Maxi Racing/Cruising

	<i>Highland Fling</i>	I. Laidlaw (MON)	Maxi Racing
	<i>Nilaya</i>	F. Balcaen (BEL)	Super Maxi
	<i>Rán II</i>	N. Zennström (SWE)	Mini Maxi World Champion
2012	<i>Esimit Europa 2</i>	I. Simčič (SLO)	Maxi Racing
	<i>Nilaya</i>	F. Balcaen (BEL)	Super Maxi
	<i>Magic Carpet 2</i>	L. Owen-Jones (GBR)	Wally
	<i>Aegir</i>	B. Benjamin (GBR)	Maxi Racing/Cruising
	<i>Bella Mente</i>	H. Fauth (USA)	Mini Maxi World Champion
2013	<i>Aegir</i>	B. Benjamin (GBR)	Maxi Racing
	<i>Robertissima</i>	P. Scerni/R. Tomasini (ITA)	Maxi Racing/Cruising
	<i>Nilaya</i>	F. Balcaen (BEL)	Super Maxi
	<i>J One</i>	J. C. Decaux (FRA)	Wally
	<i>Velsheda</i>	Tarbat Inv. (GBR)	J Class
	<i>Lupa of London</i>	J. Pilkington (GBR)	Mini Maxi RC
	<i>Rán II</i>	N. Zennström (SWE)	Mini Maxi World Champion
2014	<i>Highland Fling XI</i>	I. Laidlaw (MON)	Maxi
	<i>Firefly</i>	E. Bijlsma (NED)	Super Maxi
	<i>Magic Carpet Cubed</i>	L. Owen-Jones (GBR)	Wally
	<i>Lionheart</i>	Stichting Lionheart (NED)	J Class
	<i>Lupa of London</i>	J. Pilkington (GBR)	Mini Maxi RC
	<i>Alegre</i>	A. Soriano (GBR)	Mini Maxi World Champion
2015	<i>Open Season</i>	T. Bscher (GER)	Wally
	<i>Inoui</i>	M. Vogele (SUI)	Super Maxi
	<i>Windfall</i>	M. Cotter (IRL)	Maxi RC
	<i>H2O</i>	R. de Michele (ITA)	Mini Maxi RC
	<i>SuperNikka</i>	R. Lacorte (ITA)	Mini Maxi R
	<i>Bella Mente</i>	H. Fauth (USA)	Maxi 72 World Champion
2016	<i>Open Season</i>	T. Bscher (GER)	Wally
	<i>Win Win</i>	K. Schindelbauer (GER)	Super Maxi
	<i>Leopard 3</i>	M. Slade (GBR)	Maxi Racing
	<i>My Song</i>	P. L. Loro Piana (ITA)	Maxi RC
	<i>Wallyño</i>	B. de Froidmont (BEL)	Mini Maxi RC
	<i>Atalanta II</i>	C. A. Puri Negri (ITA)	Mini Maxi R
	<i>Grande Orazio</i>	M. Florio (ITA)	Southern Wind
	<i>Bella Mente</i>	H. Fauth (USA)	Maxi 72 World Champion
2017	<i>Ribelle</i>	S. Trifirò (ITA)	Super Maxi
	<i>Highland Fling XI</i>	I. Laidlaw (MON)	Maxi

	<i>Jethou</i>	P. Ogden (GBR)	Mini Maxi R
	<i>SuperNikka</i>	R. Lacorte (ITA)	Mini Maxi RC 1
	<i>H2O</i>	R. de Michele (ITA)	Mini Maxi RC 2
	<i>Galateia</i>	D. Leuschen (USA)	Wally
	<i>Momo</i>	D. Schön (GER)	Maxi 72 World Champion
2018	<i>Topaz</i>	J8 Marine Ltd (CAY)	Super Maxi
	<i>Grande Orazio</i>	M. Florio (ITA)	Maxi
	<i>SuperNikka</i>	R. Lacorte (ITA)	Mini Maxi RC 1
	<i>H2O</i>	R. de Michele (ITA)	Mini Maxi RC 2
	<i>Lyra</i>	T. Hui (CAN)	Wally
	<i>Momo</i>	D. Schön (GER)	Maxi 72 World Champion
2019	<i>Velsheda</i>	Tarbat Investments Ltd	Super Maxi
	<i>Lyra</i>	T. Hui (CAN)	Wally
	<i>Highland Fling XI</i>	I. Laidlaw (MON)	Maxi Racing
	<i>Nefertiti</i>	J. Ball (ARG)	Maxi Racing/Cruising
	<i>Cannonball</i>	D. Ferrari (ITA)	Mini Maxi R 1
	<i>SuperNikka</i>	R. Lacorte (ITA)	Mini Maxi R 2
	<i>Flow</i>	S. Cucchiaro (USA)	Mini Maxi RC 1
	<i>H2O</i>	R. de Michele (ITA)	Mini Maxi RC 2
2021	<i>Velsheda</i>	Tarbat Investments Ltd	Super Maxi
	<i>Magic Carpet Cubed</i>	L. Owen-Jones (GBR)	Maxi
	<i>Cannonball</i>	D. Ferrari (ITA)	Mini Maxi 1
	<i>Capricorno</i>	A. Del Bono (ITA)	Mini Maxi 2
	<i>Lyra</i>	T. Hui (CAN)	Mini Maxi 3
2022	<i>Shamanna</i>	Team Shamanna	Super Maxi
	<i>Highland Fling XI</i>	I. Laidlaw (MON)	Maxi Racing
	<i>FlyingNikka</i>	R. Lacorte (ITA)	Mini Maxi 0
	<i>Vesper</i>	J. Swartz (USA)	Mini Maxi 1
	<i>Capricorno</i>	A. Del Bono (ITA)	Mini Maxi 2
	<i>H2O</i>	R. de Michele (ITA)	Mini Maxi 3+4
2023	<i>Galateia</i>	Chris Flowers & David M Leuschen (USA)	Maxi A
	<i>Bella Mente</i>	Hap Fauth (USA)	Maxi B
	<i>Spirit of Lorina</i>	Jean-Pierre Barjon (FRA)	Maxi C
	<i>Y3K</i>	Claus-Peter Offen (GER)	Supermaxi
	<i>Allegra</i>	Adrian Keller (SUI)	Maxi Multihull
	<i>Svea</i>	N. Zennström/F. Engelbert (SWE)	J Class

Changes from 2023 are in red

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 classifies 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 fleet. 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 By-laws 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 By-laws.

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.

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. Please note IMA Rule D.6.2.

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 shall be changed:

- (a) RRS 51 Movable Ballast is changed as follows: to allow canting keels, movable appendages and water ballast if declared on the rating certificate.
- (b) RRS 52 Manual Power is changed as follows: to allow the use of stored power as 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 **Categorization** 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 **Categorization** Code.
 - (2) IMA (sub/affiliated/associated)-classes **as well as IMA supported events** may request the IMA to use the WS Sailor **Categorization** Code as well as set additional (**OWNER-DRIVER**) rules on helmsman classification, designation, replacement, etc. The rules set shall be as given in C.2.2. - C.2.5, minor changes of C.2.2 – C.2.5 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 **Categorization** Code and the additional (**OWNER-DRIVER**) 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 **or sailing instructions** 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 (sub)-classes 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 (sub)-class. 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 (for offshores races (c) this rule may be modified in the event's NoR, but only with written permission by the IMA):

- (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 up to a total of 15 minutes per hour and after four hours up to a total of 45 minutes per hour. 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 no further restrictions.
- (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 to which the request applies. Proper reason may also be a request to relax the conditions of C.2.2 a, b and c on basis of an age limit if set at 70 or 75, whether for an individual case or for a (sub) class. Avoiding having to go in the very detail of incapacity to helm to come to a more general arrangement. Only clear emergencies arising within the seven day period will permit a shorter application interval.

C.2.3 Helm Approval:

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 **Categorization**, 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:

- Group 1 **Categorization** status (as determined under the current version of the WS Sailors **Categorization** Code).
- 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.
- The helmsman shall not have competed in the **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 **categorization** 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 **79**, when that action occurs during a regatta.

C.2.6 Guests:

- 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.
- 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 **Categorization** Coding the Panel shall consult with the WS Sailor **Categorization** 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:

- 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:
 - To allow resolution of conflicts between the OSR and classification society rules requirements.
 - To amend parts of the OSR where the standards are not fully appropriate for boats over 24.08 meters.
 - Where unique design features create factual compliance (such as bulwarks rather than lifelines).
- Dispensation shall state which OSR category it applies to.
- 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 MAXI BOAT DEFINITION

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

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

D.1.3 IMA affiliated (D.4), IMA associated classes (D.5), as well as non IMA associated classes, may set additional boat definition limits.

D.2 CLASS OPTIONS AND RULES

D.2.1 Monohull Maxi boats are divided into two classes by LH:

(1) MAXI

Monohull boats with LH not less than 18.29 meters (unless grandfathered) and not over 30.50 meters. Maxi may be divided into a maximum of 5 sub-classes (D.2.3) besides affiliated and associated classes:

- Maxi 1
- Maxi 2
- Maxi 3
- Maxi 4
- Maxi 5

(2) SUPERMAXI

Boats with LH 30.51 meters and no upper limit. Super Maxi may be divided into a maximum of 3 sub-classes (D.2.3) besides affiliated and associated classes:

- Super Maxi 1
- Super Maxi 2
- Super Maxi 3

NOTE:

The class options given in D.2.1, as well as their sub-classes, may be combined for starts and/or trophies to optimize the quality of the racing, but only with written permission of the Secretary General. Additional limits and rules, like on race format and safety, may be set.

D.2.2 Multihull Maxi boats

(1) MAXI M

Multihull boats with LH not less than 18.29 meters. Maxi M may be divided into a maximum of 3 sub-classes (D.2.3):

- Maxi M 1
- Maxi M 2
- Maxi M 3

NOTE:

The class options given in D.2.2, as well as their sub-classes, may be combined for starts and/or trophies to optimize the quality of the racing, but only with written permission of the SG. Additional limits and rules, e.g. on race format and safety, may be set.

D.2.3 Assignment of boats to sub-classes shall be accomplished on basis of rating. The ATO may per event vary the rating limits defining sub-classes and the

assignment of boats to sub-classes, if approved by the SG.

D.2.4 To have a separate (sub) class at IMA events each shall have a minimum of four (4) entries (for M2, 3, 4 or 5 this may be increased to each five (5) entries). If the minimum number is not achieved the (sub) class will be scored with another (sub) class **or allowed to race as a separate (sub) class with fewer numbers** as decided by the ATO with the approval of the SG and the OA, who may set additional conditions.

D.2.5 For IMA events all competing boats, to be formally registered as a competitor and to be qualified for scoring and prizes, shall have an IMA Certificate or alternatively rating/class certification validated by the ATO, whether owned by an IMA member or not. Please see D.6.2.

D.3 IMA DUAL MEMBERSHIP CLASS OPTIONS

D.3.1 There are two options:

- (1) IMA Affiliated Class. All members of the affiliated class also are IMA members. By agreement a set part of the IMA membership fee is credited 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. Both IMA affiliated and IMA associated classes are entitled to class starts at IMA events if meeting the requirements as set in D.2.4.

D.4 IMA Affiliated Classes

D.4.1 Registered:

- (1) Maxi 72 Class.
- (2) JClass.

D.5 IMA Associated Classes

D.5.1 Registration upon application with and approval by the SG.

D.6 IMA World and Continental Championships

D.6.1 The IMA is authorized by WS to allocate two World Championship titles per year, as well as Continental Championships.

D.6.2 World and Continental Championship titles can be allocated to (sub-)classes (D.2) or to affiliated classes (D.3). In case of **World Championship titles, where applicable, payment and invoicing of the International Class Fee shall take place as ruled in A.9, also for non-class boats**

participating on basis of an “One Event – IMA Certificate” as arranged in B.1.2. Class rule B.1.2 (d) then shall be changed to: EUR 2.500,- 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). For boats participating in World or Continental Championships 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.



Photo: ROLEX/Studio Borlenghi

(As last 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 subsequent articles - 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 “World Sailing” (WS). 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 request 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 right.
- 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 General, may appoint one or more technical consultants who, in consultancy with the Class Measurers and the appropriate international bodies (ORC, RORC, UNCL, World Sailing) 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 World Sailing 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.

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Editor: James Boyd

Designer: Salli Griffith

Sub-editors: Lizzy Foster, Maria Luisa Farris,
Andrew McIrvine

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To join the IMA please email:
info@internationalmaxiassociation.com



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