

INTERNATIONAL MIRROR CLASS ASSOCIATION



The following amendments to the Class Rules have been approved to be effective 5th April 2007.

Rule 1.4.14

Amendment: Replace existing rule with:

1.4.14 Holes may be made through the aft transom as follows:

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

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

Rule 1.7.5

New Rule: Insert new rule as follows:

	Minimum	Maximum
The distance between the centres of the mainsheet attachment points on the transom	450mm	500mm

Rule 1.7.6

New Rule: Existing rule 1.7.5 is renumbered 1.7.6.

Rule 5.2.2

Amendment: Replace existing rule with:

Rule 5.2.2 The boom **spar** shall be either of solid unlaminated wood or of aluminium alloy extrusion from the International Alloy Designation System (IADS) 6000 series. Within 200 mm of its forward end the wooden boom may be reinforced with GRP. The finish of the alloy **spar** shall be by anodizing, painting, powder coating or waxing. The finish of the wood **spar** may be by painting, resin coated, varnishing or waxed.

Rule 5.2.4

Amendment: Delete existing rule.

Rule 5.5.20 (b)

Amendment: Add the following:

(18) Gnav strut including attachment fittings.

Rule 6.2.1

Amendment: Replace existing rule with the following:

6.2.1 The type and material of running rigging and associated fittings are optional subject to the following limitations:

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- (i) Main and jib halyards must be made fast on the mast below the gooseneck. The main halyard may be tightened using a 2:1 purchase. No other mechanical advantage may be used to tighten either halyard.
 - (ii) The mainsheet shall be a single line and be attached to one of the mainsheet attachment points on the transom, then passed through a single block on the boom and a single block attached to the other mainsheet attachment point on the transom. Strops not longer than 60mm may be used.
OR
The mainsheet shall be a single line led from a non-adjustable bridle attached to the mainsheet attachment points on the transom, or a becket on the block fixed to the bridle, through a block on the boom and back through the block on the bridle.
OR,
The mainsheet shall be a single line led from the boom, or a becket on the block near the outer end of the boom, to a block fixed on a non-adjustable bridle then back to the block on the boom, then through a constraining loop to the second block on the boom. From here it may lead to another block fixed in the cockpit. The bridle shall be attached to the mainsheet attachment points on the transom. The constraining loop shall be fitted to the boom between the two blocks. The maximum distance between the underside of the boom and any point on the bearing surface of the loop shall be 50mm.
 - (iii) There may be one ratchet block for use in the mainsheet system only.
 - (iv) The kicking strap shall have a purchase not greater than 4:1.
OR,
The kicking strap shall be a gnav strut arrangement with a control line purchase of not more than 4:1. The angle of the lower edge of the strut to the upper edge of the **boom** shall not be greater than 45°, measured with the boom at 90° to the aft edge of the **mast spar**.
 - (v) Other apparatus which controls mast bend is prohibited.
 - (vi) The kicking strap (vang) and the mainsail tack down haul may be lead to the thwart or side tank.
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