

**IMX 38 EUROPEAN & MEDITERRANEAN
CLASS March edition RULES 1998**

NEW 1998 corrections - changes written with "italics"
IMPORTANT CHANGES are underlined and with "italics"

GENERAL

1.1 The IMX 38 is a one-design class. The intention of these rules is to ensure that all boats are as alike as possible in hull shapes, appendages, weight, weight distribution, rig and sail plan. The construction of the hull, spars, sails and rigging are controlled by these rules except where variations are specifically permitted.

1.2 The word "shall" is mandatory and the word "may" or "can" are permissive.

1.3 Wherever in these rules the words "Class Rules" or "Standard Build" are used they shall be taken as included in the official drawings and diagrams as produced by X-Yachts and shall mean as fitted by the builder.

1.4 In general it should be considered that any alteration to the Standard Build is not permitted unless specifically permitted by these rules.

2.0 MEASUREMENT AND MEASURERS

2.1 Except where other methods of measurement are specifically indicated, all measurements shall be carried out in accordance with the *ISAF* measurement instructions.

2.2 In the case of a measurement dispute on hull, spars, sails, fittings, equipment to be carried, keel, rudder or rigging, the matter shall be referred to the Class Technical Committee for a written ruling.

2.3 No yacht shall take part in a Class event unless it conforms to the Class Rules and its owner is a member of a National Association.

2.4 It is the responsibility of the owner to see that his yacht, spars, sails and equipment comply with the Class Rules and the relevant International Yacht Racing Rules at all times and the alterations, replacements or repairs to the yacht, spars, sails comply to the Class Rules.

3.0 HULL

3.1 The hull, deck, interior layout, keel, rudder, rig and sails shall conform to the Building Specifications, Class Rules and Official Plans. The sheerline and profile shall be as shown on the Lines Plan and all dimensions that affect the hull shape shall be as defined in the IMS International Hull Standard "*ORC 0010.BOF*"

3.2 The hull, deck and interior shall be moulded in reinforced plastics to the builders lamination specification in moulds provided by X-Yachts.

3.3 The Datum Weight of the yacht shall be a minimum of 5,370 kg., with *only* the following equipment: mast, boom, kicking strap, standing and running rigging, floorboards, washboards, blocks, spinnaker pole, *aft* pipecots, *standard table*, toilet, batteries and cushions. Empty tanks.

This means that ie following equipment not shall be included in the weight: Anchors, warps and chain, tools, portable deck equipment, spareparts, safety equipment, charts and navigational equipment, galley equipment and food, ect.

The Datum Weight of the yacht can be found by deducting the above-mentioned equipment which will be mentioned on the "Rating Certificate page 2" from the "DSPM - measurement trim" on the IMS certificate. The IMS certificate shall use the IMS international hull standard "ORC0010.B0F".

If it is necessary to add ballast to a yacht to meet the rules of the min. displacement, this ballast (which shall be lead) shall be split up into 2 equal parts. Each part shall be secured on the underside of the shelf right aft of the chainplate bulkhead in main cabin. One part at starboard side and one part at port side. This ballast shall not be thicker than 10 cm measured vertically from the underside of the shelf.

3.4 The shape of the hull shall be in accordance with the Lines Plan 1 and Table of Offsets, and be within tolerances specified.

The hull number shall be inscribed on a metal plaque fixed to the aft part of the cockpit.

3.6 Any repairs to the hull and deck shall return the affected area to the standard shape.

3.7 The deck shall be fitted with 4 stainless steel stanchions each side, as defined in Plan 4. Upper lifelines of wire not less than 5 mm shall be attached to the pulpit and pushpit and pass through the stanchions and between both aft pushpits. The height of the upper lifelines above the sheerline when measured vertically shall not be less than 600 mm. A second set of parallel lifelines of wire not less than 4 mm shall be fitted approximately 300 mm above the sheerline. When lifelines are secured by lanyards, the lanyard shall be of synthetic rope with an exposed length of not more than 100 mm. The maximum deflection of all lifelines shall not exceed 150 mm when a 5 kg weight is suspended at any point between the stanchions. The stanchions shall not extend outboard of the sheer in plan by more than 10E.

3.8 Prohibitions

The following are not permitted:

(a) Coring, drilling out, rebuilding, replacement of materials, grinding or relocating standard equipment in any way to reduce weight, to improve moments of inertia or to change standard shapes.

(b) Re-shaping of the hull contours or profiles.

4.0 KEEL

4.1 The keel shall be of moulded iron and lead to the building specifications and cast in a mould licensed by X-Yachts.

4.2 The external dimensions and configuration of the keel shall comply with the Official Plan. The iron and lead parts of the keel shall be covered with GRP all over. The keel may be overcoated with any protective material and faired, provided it complies with the dimensions in Official Plan 6.

4.3 The keel shall be bolted in position as shown on the Plan 1 and 6. All bolts, washers and nuts indicated at plan 6 shall be fitted.

4.4 The weight of the keel casting shall be *1,900 kg*, +/- 25 kg. This keel weight shall be recorded by the Builder *and shall be listed in the "Builders certificate" when issued*

5.0 RUDDER

5.1 The rudder blade shall be of GRP and made from moulds licensed by X-Yachts and supplied by the Builder. Minimum weight of rudder and rudder stock shall be 35 kg. The use of rudder flaps is prohibited. A weed deflector is permitted.

5.2 The external dimensions and configuration of the rudder shall comply with the Official Rudder Drawing and table of offsets contained in Official Plan 7. The rudder may be overcoated in any base liquid or paste protective material, provided it complies with the minimum dimensions in Plan 7.

5.3 It is prohibited to alter or remove the S-drive. The rubber cover fitted to early models may be removed. Modification drawings available.

5.4 The gap between the top of the rudder and *the* hull may be filled.

6.0 SPARS

6.1 The mast and main boom shall be of aluminium alloy extrusion with integral luff track to accept luff slides or bolt rope. The mast and boom shall conform to the spar specification and be supplied by the Builder. Replacement mast and/or boom may only be supplied by the Builder or the Licensed Spar Manufacturer. No alterations or modifications to the spars extrusion are permitted except to facilitate the attachment of rigging and fittings as specified in these rules. The licensed spar manufacturer must be approved by X-Yachts and the Association.

6.2 MAST

Mast sectional dimensions L x B shall be min. 198 x 108 mm and max. 204 x 119 mm

Moment of <i>Inertia</i> :	I_x	I_y
	min. 1200 cm ⁴	min. 360 cm ⁴
	max 1320 cm ⁴	max 380 cm ⁴

Min. weight/m: 6.4 kg Max. weight/m: 6.9 kg

The mast may be tapered at top. Max length of tapering from mast top 2,250 mm.
Min. sectional dimensions of tapering 150 x 108 mm.

6.3 The mast shall be fixed at the heel as per drawing 2 and 4 and chocked at deck level in way of the mast and shall not be altered whilst racing.

6.4 Bands of contrasting colour of a minimum width of 15 mm shall encircle the mast. The distance from the upper edge of the lower band (at standard boom height) to the lower edge of the upper band shall not be more than 13,350 mm. Movement of the bands or a failure to display them whilst racing is prohibited. The mainsail shall be set between these bands at all times when racing.

6.5 The distance to the upper edge of the boom *P* band from the lower edge of mast base shall be no more than *3,237 mm* +/- 10 mm and *between 1,830 mm* and *1,870 mm* above the sheerline.

6.6 No alterations to the mast are permitted, except for the sole purpose of fitting navigation lights, wind vanes and pre feeders. No alterations to halyard exists are permitted nor any alterations which might change the moment of inertia of the spar.

It is permitted to demount the steaming light on the mast. Instead a portable steaming light that can be ready for use immediately must be aboard. It is a must that it can be fixed on the mast over the spinnaker pole track, just as it is a must that its wires can be connected to a 12 V socket on the electrical panel below the cockpit.

6.7 Spreaders shall be standard supplied by licensed mast builder and shall conform to the following dimensions:

Length from mast centre	Placing above lower band
Upper 620 mm +/- 10 mm	10,370 +/- 30 mm
Middle 1,060 mm +/- 10 mm	6,730 +/- 30 mm
Lower 1,210 mm +/- 10 mm	3,133 +/- 30 mm

Distance from mast aft edge to centre of rod at spreaders measured at mast centre line according to plan 1:

Upper 7 mm +/- 10 mm
Middle 85 mm +/- 13 mm
Lower 112 mm +/- 15 mm

6.8 Spreaders shall be raked aft in accordance with official drawings Plan 2. (Spreaders shall be placed so that a vertical plan through the centre line of the spreaders will pass through the centre of the tipcup at the side deck +/- 5 mm.)

7.0 BOOM

7.1 The boom shall be supplied by the Builder.

The minimum weight of the boom shall be 25 kg. incl. one reefline, outhaul, gooseneck tackle, webbing for mainsheet block and fitting for boom vang.

The sectional dimensions of the boom shall be:

Height	188 mm	+/- 5 mm
Breadth	104 mm	+/- 5 mm
Weight/m	5.2 kg	+/- 0.3 kg

7.2 A band of contrasting colour shall be painted on the boom with its forward edge not more than 4,900 mm from the after edge of the mast extrusion. The mainsail foot shall be set forward of this band at all times when racing.

7.3 The main boom shall be equipped for double slab reefing and outhaul. No other method of reefing is permitted. A flattening reef and provision for a third reef may be fitted.

7.4 A boom vang shall be fitted. This must support the boom and weigh no less than 4 kg.

8.0 SPINNAKER POLE

8.1 The overall length of the spinnaker pole including fittings (SPL) shall be not more than 4,400 mm.

8.2 The spinnaker pole shall be aluminium or carbon. Reaching struts are prohibited. One spare spinnaker pole is permitted.

9.0 MAST RIGGING

9.1 Standing Rigging

All standing rigging shall be of rod - for specification see point 9.4 with sizes and lengths as defined in the Sail Plan.

9.2 *The forestay shall be attached to the masthead with a ball terminal as original delivered. Height to lower side of the ball above lower P-band is 13.685 mm +/-20 mm*

9.3 The forestay and shrouds shall not be adjusted whilst racing.

9.4 The rigging rods shall be the following size:

Forestay	8.5 mm
V1	8.5 mm
V2	7.5 mm
V3 and D4	7.0 mm
D1	7.5 mm
D2	6.0 mm
D3	5.0 mm
Permanent backstay	7.0 mm

9.5 The riggings shall be fixed as per drawing 2.

9.6 Load cells are permitted.

9.7 Runners shall be situated according to Plan 1 and shall be adjustable on roof. Runners may be fine adjusted by block and tackle system mounted above or below deck. Runner winches are not allowed.

9.8 Running backstay chainplate shall not be moved from position as shown in plan 4.

10.0 RUNNING RIGGING

10.1 The mast shall be equipped with the following:

- 1 main halyard
- 1 genoa halyard
- 2 spinnaker halyards

A pole topping lift is permitted. A drawing is available if required.

10.2 The size and material of halyards to owner's choice.

10.3 Titanium or aluminium snap shackles are prohibited and therefore shall be stainless steel or bronze.

11.0 SAILS

11.1 All sails to be measured in accordance with ISAF instructions, except as specifically changed by these rules. Patches and reinforcements are free.

11.2 The materials which are currently allowed in the IOR and IMS racing division shall be permitted. Any material which does not comply with these rules is forbidden.

11.3 National letters and numbers on sails shall be carried in accordance with IYRR 25 and appendix B3, except that letters and numbers shall be carried on every spinnaker and also every jib with an LP or more than 130% of the base of the fore triangle.

11.4 The class insignia shall be placed on both sides of the mainsail, as shown in plan 8. The colours shall be black and blue as per drawing 8.

11.5 Mainsail

The min. weight of the mainsail without battens is 14 kg. Correctors, if necessary, shall be fastened to the top spreader.

The sail shall be fitted with a minimum of one reef with a minimum height of 1700 mm over the foot in the luff and leech.

The sail shall have 4 battens evenly distributed along the leech. The sail shall not be fully battened.

Maximum leech length: 14.300 mm Top batten may be full length. The other three battens to be maximum length of 1.660 mm. Headboard not to exceed 160 mm. No carbon in battens.

For 1998 it has been decided to allow two different mainsails - one to be used in Mediterranean area - and keeping the original Class mainsail size for the Atlantic and North European area.

IMX 38 European Championship 1998 will be allow "Mediterranean Size Mainsail"

	<u>Mediterranean CLASS</u>	NORTH EUROPEAN CLASS
Max MGT:	<u>1,030 mm</u>	940 mm
Max MGU:	<u>1,860 mm</u>	1,750 mm
Max MGM:	<u>3,180 mm</u>	3,080 mm
Max MGL:	<u>4,170 mm</u>	4,090 mm

Leech lines, cunningham, flattening reef, camber stripes, as well as a second and third reef are permitted.

The mainsail shall not be extended beyond the black measurement bands of the mast and boom whilst racing.

11.6 Headsails

11.6.1 Not more than three large headsails with *LPG* (dired comparision with sail stamps (luff perpendicular) between 5.900 mm and 6.600 mm.

11.6.2 Genoa III:

The LP shall not be more than 4,850 mm

Genoa III may be provided with a maximum of 4 battens of the following dimensions:

BL 1: full batten

BL 2: 950 mm

BL 3: 1,100 mm

BL 4: 1,350 mm

All large and small jibs may be provided with a maximum of two windows with a combined maximum area of 0.3 m².

11.6.3 Genoa IV/heavy weather headsail
(as per ORC Special Regulations, para 10.21.3)
max. area 32 m²

The LP shall not be more than 3,550 mm

Genoa IV may be provided with a maximum of 3 battens of the following dimensions:

BL 1: full batten

BL 2: 1,000 mm

BL 3: 1,250 mm

11.6.4 Storm Jib: Max area 11.8 m²
(as per ORC Special Regulations)

The LP shall not be more than 2,700 mm
No windows, battens or reefs are allowed.

11.7 Spinnakers:

3 Spinnakers are allowed. All to be three cornered sails symmetrical along the centre line from the head to the middle of the foot.

The length of the leeches, SL shall not be more than 15,400 mm

The max width SMW of spinnaker shall not be more than 7,920 mm

The foot of the spinnaker SF shall not be more than 7,920 mm

11.8 Only the following maximum number of sails may be used at an IMX event:

one mainsail (as per para 11.5 above)
three large headsails (as per para 11.6.1 above)
one No 3 genoa (as per para 11.6.2 above)

one No 4 genoa (as per para 11.6.3 above)
one stormjib (as per para 11.6.4 above)
one storm trysail (as per ORC regulations)
three spinnakers (as per para 11.7 above)

All sails stamped-in shall be carried on board at all times whilst racing in an IMX-38 one design event.

Substantial repairs or replacements can only be made after permission from the Protest Committee.

12.0 MINIMUM SAFETY EQUIPMENT

Lifelines as per Rule 3.7. In addition all safety equipment in accordance to ORC Special Regulations Category 4, or as defined in the sailing instructions.

13.0 CREW LIMITS

The crew weight shall be a maximum of 810 kg.
Crew numbers: a maximum of 10 people.

14.0 ACCOMMODATION

Unless otherwise stated all IMX 38s must be fitted out as "standard build" and removal of any standard interior wood or fitting is prohibited. The table shall not be removed for racing. As a minimum all IMX 38s shall be equipped with the following standard equipment and placed as shown in Drawing 3.

Tanks shall be placed in main cabin under the berths (see Drawing 3). All standard fit cushions must remain on board whilst racing and shall not be moved with the exception of the two forward cabin cushions *and pipeberths* which may be removed for racing.

14.1 Stainless steel sink in galley, sink in toilet. 100 litre water tank with electrically operated pump at galley and toilet. Fixed plumbed in toilet in front of main bulkhead with 1 through hull outlet of 1 3" and 1 through hull inlet 2". Through hull outlets for galley and toilet sinks 2 of each 2". Sea valves shall not be closed to flush fit hull, *use of filler, tape or the like to reduce water resistance is prohibited.*

In exceptional circumstances and where local law requires (i.e., Swiss and German lakes) chemical toilets, and skin fittings to be shut off or are banned, dispensation may be granted by the Technical Committee as far as Rule 14.1 is concerned.

14.2 The three batteries shall be placed just in front of the engine as per Drawing 3.

14.4 Main cabin as standard delivered. Engine box and ladder must be standard build.

14.5 Aft 2 pipe cots minimum with cushions and two quarter berths. Extra berths allowed.

14.6 The inside topsides shall be covered with canvas pockets.

15.0 ELECTRICS

Minimum 3 batteries each 12 volt minimum (70 a/h minimum) total minimum 45 kg maximum 60 kg. Charger if any on main engine with fuse panel fitted at chart table. 8 internal light fittings shall not be removed. No restriction on instruments subject to Racing Instructions.

16.0 DECK

Minimum deck equipment as shown in Drawing 4. Genoa and mainsheet track must be positioned as shown in Drawing 4. Genoas shall only be sheeted outboard via a barberhaul to the standard pad eyes. All winches must be placed as Drawing 4. All winches shall be operated above deck. The number of winches shall be 6. The make and size of winch is unrestricted. Carbon blocks are prohibited.

Standard stainless steel pulpit and two standard stainless steel pushpits. Titanium and carbon fibre is prohibited anywhere on the boat.

Standard bow fitting in stainless steel and standard chainplates shall not be altered or removed. The size, make and placing of other deck fittings is optional. Extra cleat allowed on mast to enable foredeck hand to hoist spinnaker. Pulleys allowed on mast for pole inner end adjustment. 17.0 Luff groove headfoil is permitted. Mandatory min. size of forestay foil see drawing No 2.

18.0 MISCELLANEOUS

Trapeze, toe straps, hand grips and the like to assist righting moment are prohibited.

18.1 All heavy equipment such as batteries, anchor, gas bottle, tanks, instruments etc., shall be securely fixed so that they cannot move in the event of a capsized.

19.0 ENGINE

Internal engine Volvo: either

Type 2003-S. Dry engine weight, including S-drive shall be 170 kg.

or

Type 2030-S. Dry engine weight, including S-drive shall be 160 kg.

or any other engine as supplied to standard specification from X-Yachts.

Standard build engine box shall be positioned as per Drawing 3. Standard folding prop approved by engine manufacturer. 80 litre diesel stainless steel fuel tank installed as per Drawing 3.

20.0 LIST OF DRAWINGS

1. Lines Plan
2. Sail and rig plan
3. Accommodation plan
4. Deck layout
5. Laminate specification
6. Keel drawing
7. Rudder drawing
8. Class Insignia

17 February 1998 - Revisions made by
X-Yachts' representative and formal IMX 38 Class Organizer

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