

INTERNATIONAL MIRROR CLASS



The following amendments to the Class Rules have been approved to be effective 28th April 2006.

Rule 1.3.3 – Hull Datum Point

New Rule: Reinstate the previous rule:

“Hull Datum Point – The lowest point on the aft transom where the extension of the bottom panels meet on the centerline.”

Rule 1.6.10 – Internal Drainage Holes

Amendment: Replace the existing rule with:

“There shall be one drain hole of diameter 15mm ± 5mm in the aft bulkhead and each side tank panel and two drain holes of diameter 15mm ± 5mm in the forward bulkhead and the stowage compartment bulkhead. **The drain hole, or holes, may be omitted on a tank that is fitted with an inspection hatch.** All drain holes other than those in the stowage compartment bulkhead shall be closed while racing.”

Rule 7.5.3 – Sail Number

Amendment: Replace the existing rule with:

“The Mainsail and Spinnaker shall carry the full boat/plaque number. **National Letters on the spinnaker are optional.**“

Rule 7.1.3 – Sail General

Amendment: Insert after the first sentence:

“The centreline seam of the spinnaker is excluded from this requirement.”

Rule Text General Amendments

Update the text to be more inline with ISAF Equipment Rules of Sailing (www.sailing.org/ers) terminology shown in **Bold**

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The following amendments to the Class Rules have been approved to be effective 1st August 2006. However National Class Associations may vary the class rules to allow these rules to be used at competition up to and including National Championship level from 19th May 2006.

Rule 5 - Spars

Amendment: Insert after the title for section 5 the following introduction: "Boats may have a gunter rig, comprising a gunter mast and a gaff, or a Bermuda rig, comprising a Bermuda mast. Only one of these rig configurations may be used in any one event of less than 14 consecutive days duration."

Rule 5.2 - Boom

Amendment: Replace existing rule with:

- 5.2.1 The overall length of the boom **spar**, excluding fittings, shall be minimum 2235 mm and maximum 2285 mm.
- 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. 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.
- 5.2.3 The aluminium alloy **spar** shall be of constant section throughout its length with a maximum **boom spar cross section** measured **vertically** or **transversely** of 51 mm. The aluminium alloy **spar** extrusion may have integral spar grooves. Except for within 100 mm of its inner end the wooden **spar** shall be of constant section throughout its length with a **boom spar cross section** measured **vertically** or **transversely** of a minimum 37 mm and maximum 43 mm
- 5.2.4 The distance from the inner end of the **boom** excluding fittings to the **rigging point** of the kicking strap with the kicking strap held at 90 degrees to the **spar** shall not be less than 483 mm.
- 5.2.5 No fitting shall be attached to the side of the wooden **spar** aft of the kicking strap **rigging point**. The aluminium alloy **spar** may be rigged internally.
- 5.2.6 A clew outhaul track may be recessed flush to the top of the wood boom.

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Rule 5.5 – Bermudan Mast

New Rule:

5.5.1 Measurements shall be taken according to the ISAF Equipment Rules of Sailing (ERS) unless specified. When a term is used in its **defined** sense, it is printed in *“italic”* type if defined in the ISAF Racing Rules of Sailing (RSS) and in **“bold”** type if defined in the ERS. ERS part 1 section B.7 and B.9 shall apply.

5.5.2 The **mast datum point** is the **heel point**.

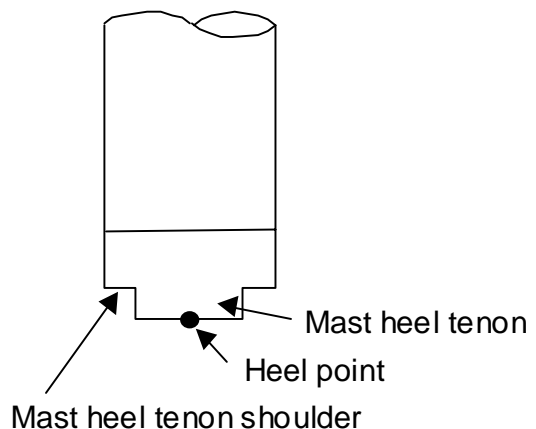
5.5.3 The mast heel tenon is the tenon, the lowest point of which forms the **heel point**, used to locate the mast in the mast step.

5.5.4 The mast heel tenon shoulder is the surface surrounding the mast heel tenon as defined in 5.5.3. which bears, or could bear, on the top surface of the mast step.

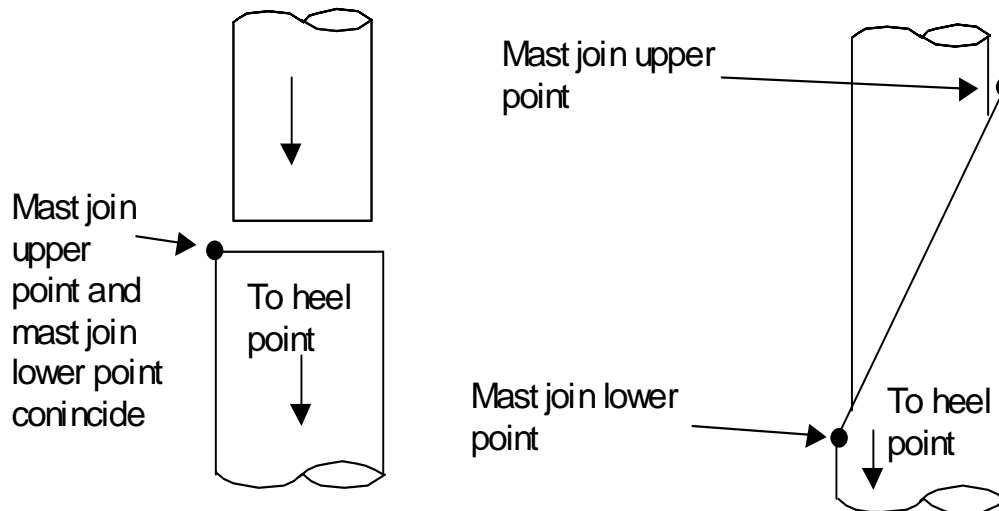
5.5.5 The mast heel tenon shoulder height is the shortest distance from any point on the mast heel tenon shoulder to the **heel point**.

5.5.6 The mast taper point is the point on the front face of the **spar**, below which the section of the **mast spar** extrusion is constant, apart from section changes resulting from any join mechanism.

5.5.7 The mast taper point height is the distance between the **mast datum point** and the mast taper point as defined in 5.5.6.



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- 5.5.9 The mast join lower point is the lowest point on the outside surface of the lower section of the **mast spar** at the join.
- 5.5.10 The mast join upper point is the highest point on the outside surface of the lower section of the **mast spar** at the join
- 5.5.11 The mast join lower point height is the distance between the **mast datum point** and the mast join lower point as defined in 5.5.9.
- 5.5.12 The mast join upper point height is the distance between the **mast datum point** and the mast join upper point as defined in 5.5.10.
- 5.5.14 The mast join reinforcement length is the distance between lowest point and the highest point on the join reinforcement.
- 5.5.15 Spinnaker hoist fitting projection shall be measured as the shortest distance between the outermost point on any fitting over or through which the spinnaker halyard runs at the **spinnaker hoist height**, and the **spar** with the halyard at 90 degrees to the **spar** and extended as necessary.
- 5.5.16 The **spar** shall be of aluminium alloy extrusion from the International Alloy Designation System (IADS) 6000 series. The finish of the alloy **spar** may be by anodizing, painting, powder coating or waxing.
- 5.5.17 The **spar** shall be a fixed sail groove which may or may not be integral with the **spar** extrusion. Sail grooves that are not part of the **spar**

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extrusion may be of aluminium alloy extrusion from the International Alloy Designation System (IADS) 6000 series, or plastic.

5.5.18 The **spar** may be capable of being disassembled into two pieces. The method of joining a two piece **spar** is optional. The dimensions Mast join lower point height, Mast join upper point height and Mast join reinforcement length only apply to a two piece **spar**.

5.5.19 The spar shall carry a serial number assigned by the manufacturer or the measurer.

5.5.20 Fittings

(a) MANDATORY

- (1) Shroud and forestay tangs, eyes, or hook terminal backing plates.
- (2) Mainsail halyard sheave box, eye or a mast head fitting incorporating a sheave.
- (3) Gooseneck.
- (4) Heel fitting, which may incorporate sheaves for halyards and control lines.
- (5) Main halyard cleat, hook or tooth rack.
- (6) Jib halyard cleat, hook or tooth rack.

(b) OPTIONAL

- (1) Jib halyard block with attachment, or sheave box.
- (2) Spinnaker halyard block with attachment, or sheave box.
- (3) Spinnaker halyard crane.
- (4) Spinnaker pole fittings.
- (5) Spinnaker pole lift block with attachment, sheave box, or lift eye, or lift eyes.
- (6) Spinnaker pole downhaul block with attachment or eye.
- (7) Exit sheaves or exit slot fittings for halyards and control lines.
- (8) Sail groove feeder.
- (9) Mainsail tack downhaul cleat.
- (10) Spinnaker halyard cleat.
- (11) Spinnaker lift cleat.
- (12) Spinnaker pole deployment line (fly-away pole) cleat.
- (13) End cap.
- (14) Mechanical wind indicator fixing.
- (15) Spar join mechanism.
- (16) Kicking strap and attachment fitting.
- (17) Compass bracket.

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- 5.5.21 The **spar** shall be stepped in the mast step in such a way that the heel is not be capable of moving more than 2mm or rotating such that any point on the outside surface of the **spar** moves more than 2mm.

5.5.22 Dimensions

	Minimum	Maximum
Mast spar curvature		30 mm
Mast spar cross section 1700 mm above the mast datum point		
fore-and-aft	47 mm	70 mm
transverse	47 mm	70 mm
Mast spar cross section 4857mm above the mast datum point		
fore-and-aft	25 mm	70 mm
transverse	25 mm	70 mm
Mast limit mark width	10 mm	
Lower point height	659 mm	
Upper point height		4857 mm
Mast taper point height as defined in 5.5.7	3193 mm	
Mast heel tenon shoulder height as defined in 5.5.5	8 mm	12 mm
Mast join lower point height as defined in 5.5.11	2893 mm	
Mast join upper point height as defined in 5.5.12		3493 mm
Mast join reinforcement length as defined in 5.5.14		650 mm
Forestay height	3173 mm	3193 mm
Shroud height	3173 mm	3193 mm
Spinnaker host height		3283mm
Spinnaker host fitting projection		90mm
Spinnaker pole fitting projection		35mm

5.5.22 WEIGHTS

	Minimum	Maximum
Spar weight	3.7Kg	

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Associated Rules Changes

Some other rules are updated to accommodate the Bermuda rig. These are as follows:

Rule 1.6.13

Amendment: Replace existing rule with:

"For boats equipped with a gunter rig the following shall apply. The centre of the mast step shall be maximum 2145 mm and maximum 2175 mm forward of the forward face of the aft transom at deck level.

For boats equipped with a Bermuda rig the following shall apply. The Intersection of the fore side of the **spar** and surface of the foredeck butt strap shall be maximum 2145 mm and maximum 2175 mm forward of the forward face of the aft transom at deck level.

An optional second mast step may be fitted outside of the above tolerances but shall not be used while *racing*."

Rule 5.1

Amendment: Change heading to Gunter Mast

Rule 6.1.1

Amendment: Add to the end of the existing rule: "Boats with Bermuda masts may omit the jib halyard strop.

Rule 6.1.2

Amendment: Add to the end of the existing rule:

"A plastic or GRP cap to protect the gunter mast from the rigging is permitted."

Rule 7.2.1.9.

Amendment: Replace the existing rule with "There may be a maximum of 6 luff lacing eyes below the LMP."

Rule 7.6.3

Amendment: Add to the end of the existing rule: "For boats equipped with a gunter rig, the mainsail shall be set so that the highest visible point at the **head** is lower than the lower edge of the gaff measurement band."