

**PROPOSAL TO CHANGE THE INTERNATIONAL MIRROR CLASS RULES
VERSION 2015/01, Part B, Rule 5.2, Main boom and in particular Rule 5.2.3.**

Delete from the first sentence the words "with a maximum boom spar cross section measured vertically or transversely of 51mm"

Proposed Stewart Bottoms Date 10 June 2022

Seconded Date

REASON

A stiff boom is a prerequisite if good sail control and boat handling is to be achieved. If on hardening-up, the boom bends as the sail powers-up, the Leech will open and the sail will de-power immediately. With reduced load the boom will straighten and the sail will power-up. To balance and keep the boat level helm and crew will have sat out, sat in and sat out again. This is a constant cycle all the way up-wind and especially after each tack. This is typical of a bendy boom and gives the Mirror that nervous, skittish quality. It is tiring and stressful and there is no relaxing downwind on gusty days either. Too often I have seen helms struggle, stall, swamp and even capsize. Both Streaker and Miracle Classes had the same bendy 42mm dia booms when launched in 1975. This had a severe negative effect on handling and sailing characteristics, compromising safety. Both Classes changed their Rules to permit the use of the stiff Holt Deneb boom, now sold by superSpars (HBD).

There is no maker I know that produces a aluminium boom with integral grooves that meets the current Rule. The smallest is the Deneb with a cross-section of 48x58mm. I have used this on a Mirror and the benefit is huge from a comfort and handling point-of-view. The boat becomes very much more pleasant and pleasurable to sail.

Removing the dimensional constraint of the Rule is all that is required to give the convenience of a boom with integral grooves.

**Proposal to change the International Mirror Class Rules, Version 2015/01
Part B, Section 7..0 Sails and in particular, Rule 7.3.3 (Mainsail) and
Rule 7.4.2 (Headsail), as follows:**

Delete the words in items (c) and replace by “The direction and number of panels is not restricted except for the requirement given in Item (d)”.

Proposed Stewart Bottoms Date 10 June 2022

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REASON

For many years, Sailmakers have benefited from computer controlled laser cutting. In more recent years the use of excellent sail design software has become the norm. Gone are the days when sailmaking was a labour intensive craft skill, with high materials waste and time consuming sailing trails and, alteration and further testing.....

The Sailmaker can sit at a PC. Import Class Rules, mast bend data, make adjustment to suit the individual sailor and be confident of an excellent result first time. With the confirmation of the design, the programme for the laser cutter is generated. With optimum use of cloth and without the need of cutting allowance, material waste is reduced to a minimum.

Both Sailmaker and Sailor benefit hugely with significant savings in time for development, prototyping and production. The Sailor gets vastly better sails. Computer technology has rendered restriction of panel direction obsolete as a cost control. Instead, it serves only to prevent any meaningful development that would lead to improved sails. Removal this restriction in long overdue.

