



COMITE INTERNATIONAL DE LA MEDITERRANEE

RULES FOR THE RATING AND RACING OF VINTAGE AND CLASSIC YACHTS

2022 - 2025



Ind.	Date	Version	Approved by	Modifications
	21.04.2022	Original	General Assembly	Original version
				Modifications are identified in blue
A	22.08.2022	Corrective 1	Board	- Correction Article 8 « RATING »
B	19.03.2023	Corrective 2	Board	- Modification Article 10 - Modification Article 11 - Modification Annexe Tableau des valeurs Cb
C	22.02.2023	Modificative 3	General Assembly	- Modification Article 3 - Modification Article 5 - Modification Article 12 - Modification Article 13 - Modification Article 14 - Modification Article 15 - Modification Article 14 - Classic IOR special regulation
D	12.04.2024	Modificative 4	General Assembly	<u>Cancel and replace Modificative 3</u> - Modification Article 3 - Modification Article 5 - Modification Article 12 - Modification Article 13 - Modification Article 14 - Modification Article 15 - Modification Article 14 - Classic IOR special regulation
E	20.03.2024	Corrective 5	Board	- Modification Article 11 - Modification Article 12 - Modification Article 13 - Modification Article 15 - Modification Article 17 - Modification Article 22 - Modification Article 25
F	04.04.2025	Modificative 6	General Assembly	- Modification Article 3 - Modification Article 11 - Modification Article 12 - Modification Article 14 - Modification Article 15
G	20.05.2025	Corrective 7	Board	- Modification Article 12

Alphabetical list of the abbreviations in the Rules and in the rating certificates

APM	=	allowance in seconds per nautical mile (art. 9)
B	=	maximum beam (art. 6)
Bj	=	rated beam (art. 10)
Bl	=	waterline beam (art. 10)
C	=	penalties or allowance factor (art. 9)
Ca	=	rigging coefficient (art. 11.3)
Cb	=	original class coefficient (art.11.3)
Cc	=	correction coefficient (art. 10.3)
Co	=	authenticity and conformity coefficient (art. 14)
D	=	geographical length of a race (art. 9)
Dm	=	distance between masts in schooners (art. 11.2)
E	=	usable length of the boom (art. 11.2)
Ef	=	usable length of the peak and of the eventual top yard (art. 11.2)
Es	=	usable length of the peak (art. 11.2)
F	=	usable height of the gaff topmast and of the eventual top yard (art. 11.2)
Fa	=	bow overhang (art. 10.1)
Fb	=	freeboard (art. 10.1)
Fp	=	stern overhang (art. 10.1)
HLP	=	minimum distance between the clew and the luff (art. 11.2)
HLU	=	length of the luff (art. 11.2)
Hm	=	maximum height of the main mast in schooners (art. 11.2)
Ht	=	maximum height of the fore mast (art. 11.2)
I	=	maximum height of the headsail halyard hook (art. 11.2)
J	=	horiz. distance between mast and the furthest foresail tack (art. 11.2)
La	=	rig length (art. 11.1)
Lp	=	spinnaker pole length (art. 11. 2)
Ls	=	rated length (art. 6)
Lt	=	hull length (art. 10.1)
mE	=	usable length of the mizzen boom (certificate)
mEf	=	usable length of the mizzen peak and of the eventual top yard (certificate)
mEs	=	usable length of the mizzen peak (certificate)
mF	=	us. height of the mizzen gaff topmast and of the eventual top yard (certificate)
mP	=	maximum length of the mizzensail luff (certificate)
P	=	maximum usable length of the mainsail luff for bermudian sail, and measured on the sail for gaff sail (art.11.2)
P1,2,3,4	=	depth (art.10.1)
Pe	=	age parameter (art. 13)
Pmc	=	average rated depth (art. 10.1)
Pp	=	bottom profile parameter (art. 10.2)
Ps	=	rated depth (art. 10.1)
Pv	=	equipment and fittings parameter (art. 12)
R	=	rating (art. 8)
Sf	=	sail area configuration coefficient (art. 8)
Spc	=	rated sail area (art. 8)
Spv	=	sail area (art. 11)
Tc	=	corrected time (art. 9)
TE	=	draft (certificate)
TCF	=	time correction factor (art. 9)
TL	=	time limit (art. 24)
Tr	=	elapsed time (art. 9)



NOTICE

These rules will be in effect from 2022 until 2025.

The rules may only be modified by a unanimous decision of the Rating Committee, successively ratified by the C.I.M. General Assembly.

Art. 1 PREAMBLE

This rule applies exclusively to monohull sailing yachts.

A sailing yacht is a vessel designed and built with sail as its primary means of propulsion.

A yacht is a monohull when hull depth in any section does not decrease towards the centerline.

Except for the classes of the International Rule or of the Universal Rule, yachts having a hull length of over 7,5 meters are admitted. Yachts of a shorter length must possess an integrally watertight hull to be admitted: a complete deck, with coach roof, windows, hatches and all other parts must form an integral, essentially watertight unit, and any openings in the deck shall be capable of being immediately secured to maintain this integrity, without limiting access below deck.

Art. 2 VINTAGE YACHTS

2.1 **Vintage Yachts** are those yachts built of wood or metal, launched before December 31st 1949, that conform to their original plans.

2.2 Yachts designed prior to December 31st 1949 and launched before December 31st 1952, are assimilated to the vintage yachts.

2.3 A **Vintage Yacht Replica** is a yacht that, irrespective of her launching date, was built in conformity to a design dated prior to December 31st 1949, using techniques and materials appropriate to the construction period.

Art. 3 CLASSIC YACHTS AND CLASSIC IOR

3.1 **Classic Yachts** are those yachts built of wood or metal, launched before December 31st 1975, that conform to their original plans.

3.1a) "Classic IOR" yachts are yachts built in wood, metal or composite, launched between 1st January 1970 and 31st December 1984, which remain in conformity with their original plans and can demonstrate that they have had a valid IOR certificate in the period.

3.2 Yachts built in production series are not admitted, [except some particular series that have marked the history of yachting, that may be admitted by derogation on the explicit decision of the CIM Rating Commission.](#)

[Note: a yacht is said "one-design" when it complies with its class regulation, being or not produced in series.](#)

Independent of the number of units manufactured, yachts built by just one yard or under an exclusive licensing agreement, with parts of said yachts obtained from unique moulds or models, and therefore interchangeable from one yacht to another, are considered as built in a production series.

3.2a) [For Classic IOR, certain series that have marked the history of IOR yachting may be admitted by derogation on the explicit decision of the CIM Rating Commission.](#)

3.3 A **Classic Yacht Replica** is a yacht that, independently from her launch date, was built in conformity to a design dated prior to December 31st 1975.



Art. 4 CONFORMITY AND EXCLUSION

4.1 All yachts must conform completely to their original designs, or eventually to an additional drawing of her designer.

4.2 For all yachts, the launch year and the conformity to the original plans are determined by official documentation.

4.3 If a yacht's original plans or documentation cannot be provided, conformity will be considered by a Technical Committee appointed by the National Association.

4.4 The standards for admittance are stated in the text of the Rules, nevertheless the CIM Rating Committee can decide the exclusion of a yacht:

- whose hull has suffered large transformations incompatible with her original conception and fulfilment,
- if the authenticity and conformity examination (see art. 14 «Co») leads to ascertain a lot of modifications, even aesthetic and especially if recent, wandering from the age of her launching.

Art. 5 RATING CERTIFICATE

5.1 The current rating rules have been set up to allow different vintage, classic and Classic IOR yachts to participate in regattas with appropriate allowances.

The rating certificate will bear the mention of the reference class. In the case of Classics and Classic IOR, it is possible to be eligible for both classes, in this case both classes will be indicated on the rating certificate.

5.2 Each yacht's rating will be determined by the Technical Committee of the National Association. Said committee will proceed with the measurement, determine the parameters, and assign the coefficients in accordance with the Rule and relevant Rating Instructions.

5.3 The technical committee of the National Association reserves the right to refuse the assignment of a rating and to modify said rating when found inappropriate or incorrect.

5.4 The rating certificates are issued by the National Association. They must be validated annually or renewed each time a yacht undergoes modifications or changes owner. A copy of the current rating certificate must always be on board the yacht. The issue of the rating certificate, its validation or its renewal are subject to a fee established by the National Association. The rating certificates are public and having paid duplication costs, are available to all.

Art. 6 RATING ELEMENTS

The rated elements are:

6.1 measured dimensions:

- hull measures (Lt, Fa, Fp, B, Bl, P1, P2, P3, P4, Fb1, Fb2)
- rigging measures (I, J, Lp, P, E, Es, F, Ef, Hm, Ht, Dm)
- sail measures (HLU, HLP).

6.2 calculated dimensions:

- sail area (Spv)
- sail area configuration (Sf)
- rated sail area (Spc)
- rated beam (Bj)
- rated length (Ls)
- amidships global depth (Pmc)
- rated depth (Ps)

6.3 coefficients and parameters:

- bottom profile parameter (Pp)
- correction coefficient (Cc)
- rig coefficient (Ca)
- original class coefficient (Cb)
- equipment and fittings parameter (Pv)
- age parameter (Pe)
- authenticity and conformity parameter (Co)

Art. 7 UNITS OF MEASURE AND CALCULATION SYSTEM

The units of measure and calculation are based on the decimal metric system and their calculation is algebraic. The quantities measured will be rounded to centimeters, the other values will be rounded to thousandths, except for the rating and the TCF which will be rounded to ten thousandths and the APM which will be rounded to tenths.

Art. 8 RATING

The rating calculation is determined by the following formula:

$$R = \left[0,10 \cdot Ls \left(0,50 + \frac{\sqrt{Spc}}{\sqrt{Bj \cdot Ps}} \right) \cdot Pp + 0,34 \sqrt{Spc} + 0,2 \right] (Ca + Cb) \cdot Co \cdot Cc \cdot (1 + Pe + Pv)$$

where:

$$Ls = Lt - 0,8 \cdot (Fa + Fp)$$

$$Spc = Spv \cdot Sf$$

Co is the assigned coefficient according to Article 14.

The sail area configuration coefficient (Sf) is determined by the following formula:

$$Sf = \sqrt{\frac{0,45 \cdot Spv + 0,16 \cdot \{MAX[I; (P + MAX[0,8 \cdot F; Ef; Es \cdot 0,96]) \cdot 1,03 + 0,4; Hm]\}^2}{Spv}}$$

Art. 9 ALLOWANCE

The allowance per nautical mile is calculated as follows:

$$APM = (2160 : \sqrt{R \cdot 3.281}) - 258.2$$



Corrected time is calculated as follows:

- modified time on distance (usual system):

$$T_c = (C \cdot Tr) - (APM \cdot D)$$

- time on time (as an exception)

$$T_c = C \cdot Tr \cdot TCF$$

$$TCF = 0,212 \cdot (\sqrt{R} + 1,55)$$

where: Tc: corrected time
 Tr: elapsed time
 TCF: time correction factor
 C: penalties or allowances according to Article 15
 APM: allowance per nautical mile
 R: rating
 D: geographical length of the course

Art. 10 RATING ELEMENTS OF THE HULL

When performing these measurements, the yacht must be «ready to sail» and all ground tackle must be shipped and sails either bent or placed abaft the main mast.

[The yacht will have to respect during the events the configuration used to rate the boat, in particular with regard to anchors and chains, which must comply with their applicable regulations.](#)

10.1 The hull length of a yacht (Lt) will be measured to include the whole hull, but not spars or any other parts extending from the hull like the bowsprit, boomkin, pulpit, etc. Lt will be measured between the two vertical lines that pass through the foremost and the aftermost points of the hull or of the bulwarks (whether or not they are above or below deck level), including rubbing strakes if fitted, but excluding the rudder if mounted outboard.

The horizontal measurement of the overhangs (Fa and Fp) will be taken between the vertical lines indicated above and the intersection of the hull with the water plane. Beam (B) will be measured as the maximum distance between two vertical lines intersecting a plane perpendicular to the centerline and tangent to the hull. Rubbing strakes, gunwales and sheer strakes are excluded from the measurement.

Rated beam (Bj) is obtained as follows:

$$B_j = B - 0,3 \cdot (B - B_l)$$

Waterline beam (Bl) is measured at the water plane.

Freeboard (**Fb1** and **Fb2**) is measured from deck level to the water plane at 3/4 forward and 1/2 of **Ls**.



For P1, depth is measured at 3/4 forward of Ls and at Bj/10 from the centerline. For P2, P3, P4, depth is measured at 1/2 Ls and respectively at 1/8 Bj, 1/4 Bj and 3/8 Bj from the centerline.

Amidships global depth (**Pmc**) will be reckoned as follows:

$$P_{mc} = 0,125 \cdot (3 \cdot P_2 + 2 \cdot P_3 - 2 \cdot P_4) + \frac{0,5 \cdot P_4 \cdot B_l}{B_j}$$

Rated depth (Ps) will be reckoned as follows:

$$P_s = 1,3 \cdot P_{mc} + 0,9 \cdot P_1 + \frac{L_s + 0,9 \cdot B_l}{30}$$

10.2 Bottom parameter (Pp)

According to the shape of the longitudinal profile of the hull, each yacht is considered as belonging to one of two fundamental types, as indicated below, and consequently given a parameter in the rating formula.

Type 1

When the rudder is an extension of the lowest edge of the hull:

Pp determined according to the «Rating Instructions» and from 0,77 to 1,10 depending on the ratio between: the surface of the projection of the submerged part of the hull on the axial plane, and the surface of the rectangle: length at the waterline x draft.

Type 2

When the rudder is separated from the centerboard:

flat centerboard with bulbe	type 2.1	$P_p = 1,10 - (2P_{mc} : L_s)$
bulging centerboard	type 2.2	$P_p = 1,20 - (2P_{mc} : L_s)$

10.3 Correction coefficient (Cc)

For a yacht which cannot be rated satisfactory with the Rule, the C.I.M. Rating Committee may exceptionally correct her rating with a correction coefficient.

For all other yachts the correction coefficient is equal to 1.



Art. 11 RATING OF SAIL, RIG AND ORIGINAL CLASS

11.1 Masts will be measured from the gooseneck's or boom parrel's lowest position to the highest point where the mainsail halyard shackle can be hoisted on Bermudan mainsails, or to the highest point where the gaff jaw can be hoisted for gaff mainsails (P), and from the deck to the highest point where the halyard shackles of all other bent sails can be hoisted (I).

The fore triangle will be measured from the forward side of the foremost mast to the farthest (including the bowsprit, if present) foresail tack (J). Spinnaker pole length will be also be measured (Lp).

A headsail is called a spinnaker (symmetrical or asymmetrical) when its width at half height is greater than 75% of its edge. A headsail is called a balloon jib, when its width at half height is less than 75% of its edge, when its sheet is returned to the deck at the front of the mast and when its tack point is fixed at a pole.

A foresail for upwind or reaching is a headsail which width at mid height is less than 75% of its foot.

A foresail for upwind or reaching « with overlap » is a headsail which clew point can be positioned at the back of the mast (clew point at the back of the backward side of the mast when the sail in ship axis position).

For a foresail for upwind or reaching with overlap, will be measured the length of the luff (HLU) and minimum distance between the clew and the luff (HLP).

On gaff schooners, both the distance between their mast's inner faces (Dm) and the halyard shackle's maximum height will be measured. This will apply to all sails hung between the masts (Hm for big mast and Ht for fore mast).

For Bermudan sails usable boom length (E) will be measured, for gaff-headed sails the length of the peaks (Es) and of the gaff topmasts (F).

The rig's complete length (La) is the distance between the vertical lines passing through the foremost headsail tack and the aftermost point of the stern or boomkin, if any.

11.2 Calculation of the sail area

Spv is the addition of relevant sails area identified here-after

11.2.1 Fore-triangle: $0,3 Sp_o + 0,7 Sp_a$

for Sp_o when no spinnaker sail is used

then $Sp_o = \text{MAX}(0,5 \cdot I \cdot J ; 0,83 Sp_a)$

otherwise $Sp_o = \text{MAX}[0,8 \cdot I \cdot \text{MAX}(J ; L_p) ; 0,83 Sp_a]$

where I is the maximum height of the fore sails head from the sheer-line and J is the horizontal distance between the mast and the foremost foresail tack or the spinnaker pole length if greater.

and for Sp_a:

- if is used a foresail for upwind or reaching with overlap, will be taken the measures HLU and HLP of the biggest sail,

then: $Sp_a = \text{MAX} (0,5 \cdot \text{HLU} \cdot \text{HLP} ; 0,5 \cdot I \cdot J)$

- without overlap: $Sp_a = 0,5 \cdot I \cdot J$



11.2.2 Bermudan mainsails: $0,5 \cdot P \cdot E$

where P is the distance between the gooseneck's lowest position to the highest point where the mainsail halyard shackle can be hoisted, and E is the usable length of the boom.

11.2.3 Gaff sails: $0,5 \cdot [E \cdot P + E_s \cdot (0,87 \cdot E + 0,5 \cdot P)]$

where P is the maximum distance **measured on the sail** between the gooseneck and the gaff jaw, E is the usable length of the boom, and Es is the usable length of the peak. **A mark on the mast shall identify the upper position of P.**

11.2.4 Gaff top-sails $0,15 \cdot F \cdot E_f$

where Ef is the usable length of the peak in case extended by a top yard and F is the usable length of the gaff topmast in case extended by a top yard or the distance between the highest point where the gaff jaw of the peak can be hoisted and the top (acorn) of the gaff topmast of the eventual top yard.

11.2.5 Foremast sails: $0,46 \cdot D_m \cdot (H_m + H_t)$

where Dm is the distance between the masts, Hm is the maximum height of the halyard point of the main mast and Ht is the maximum height of the halyard point of the fore mast for the sails which can be hoisted between them, including off-wind sails.

11.2.6 Downwind staysail for ketch and yawl: **0,12**·mP·E

where mP is the maximum usable height for the mizzen sail, and E is the usable boom length of the foremast mainsail.

11.3 Rig coefficient (Ca)

Each yacht will receive a coefficient according to her rig:

	<i>Gaff Yachts</i>	<i>Bermudan Yachts</i>
- Cutter and Sloop	0.78	0.89
- Yawl	0.75	0.88
- Ketch	0.65	0,77
- Schooner	0.63	0.72
- 3 mast	0.45	0,50

11.4 Original class coefficient (Cb)

Each yacht will receive a coefficient according to its original class as per the table presented in annex. The other yachts will have a coefficient Cb = 0. Nevertheless, in case a class is not identified in the table presented in annex, the CIM Rating Committee may exceptionally correct the rating of the class with a specific coefficient.



Art. 12 EQUIPMENT AND FITTINGS

The coefficient Pv will be obtained by summing the following factors:

Centerboard:	sliding	0.03
	with tab	0.07
	modified (bulbe or ballast)	0.20
Rudder:	modified	0.07
Propeller axis:	absence	0.03
	in centerline position	0.00
	in lateral position	-0.01
	2 shaftlines	-0.02
Propeller(s):	with folding or feathering blades	0,00
	with 2 solid blades	-0,02
	with 3 (or more) solid blades	-0,03
Mast:	wooden	0,00
	Alloy	0,03
Boom:	wooden	0,00
	alloy	0,02
	in composite material	0,30
Spars:	wooden	0,00
	alloy	0,02
	in composite material	0,20
Forestay:*	head foil with 1 groove	0,01
	head foil with 2grooves	0,02
Furling system: *	of jib, active	0,02
	of jib, inactive but in its place	0,00
	flying furling device	0,05
*: cumulative		
Winches:	absence, with Ls < 8m	- 0,06
	absence, with Ls > 8m	- 0,08
	self-tailing	0,01
Interior:	absence of furniture *	0,03
	*: when it is not original	



Classic and Vintage- Superstructure with composite material	
Use of composite with epoxy resin	0,04
Use of composite with polyester or vinylester resin	0,02
Classic and Vintage- Hull with composite material	
Use of composite with epoxy resin	0,07
Use of composite with polyester or vinylester resin	0,04
Use of wooden plank glued with synthetic resin (not resorcin)	0,02
Classic IOR – Superstructure with composite material	
IOR series – monolithic fiberglass + polyester resin	0,00
IOR One off – monolithic fiberglass + polyester or vinylester resin	0,02
IOR Sandwich balsa + fiberglass + polyester resin	0,04
IOR Sandwich PVC + exotic fibre + vinylester resin or vacuum epoxy	0,06
Classic IOR – Hull with composite material	
IOR series – monolithic fiberglass + polyester resin	0,00
IOR One off – monolithic fiberglass + polyester or vinylester resin	0,02
IOR Sandwich balsa + fiberglass + polyester resin	0,04
IOR Sandwich PVC + exotic fibre + vinylester resin or vacuum epoxy	0,06

Only wooden or metal masts are allowed.

Are **considered** “composite materials” the materials having in their structural composition an association of synthetic resin (polyester, vinylester or epoxy) and of natural or synthetic fibres. Plywood, **and coating, primary and painting external to the hull, are not considered** as “composite material”.

Except for headsails, furling sails are not allowed.

The use of high modulus synthetic fiber for fixed forestay and shrouds is not allowed.



Art. 13 AGE PARAMETER

According to the year of launching, each yacht will receive an age parameter (**Pe**) in accordance with the table below:

>1975	0,060 *	* except for Classic IOR			
1975	0,060	1943	-0,014	1911	-0,119
1974	0,056	1942	-0,016	1910	-0,122
1973	0,052	1941	-0,018	1909	-0,125
1972	0,048	1940	-0,020	1908	-0,128
1971	0,044	1939	-0,022	1907	-0,131
1970	0,040	1938	-0,025	1906	-0,133
1969	0,038	1937	-0,028	1905	-0,135
1968	0,036	1936	-0,031	1904	-0,137
1967	0,034	1935	-0,034	1903	-0,139
1966	0,032	1934	-0,037	1902	-0,141
1965	0,030	1933	-0,040	1901	-0,143
1964	0,028	1932	-0,043	1900	-0,145
1963	0,026	1931	-0,046	1899	-0,146
1962	0,024	1930	-0,049	1898	-0,147
1961	0,022	1929	-0,052	1897	-0,148
1960	0,020	1928	-0,055	1896	-0,149
1959	0,018	1927	-0,059	1895	-0,150
1958	0,016	1926	-0,063	1894	-0,151
1957	0,014	1925	-0,067	1893	-0,152
1956	0,012	1924	-0,071	1892	-0,153
1955	0,010	1923	-0,075	1891	-0,154
1954	0,008	1922	-0,079	1890	-0,155
1953	0,006	1921	-0,083	1889	-0,156
1952	0,004	1920	-0,087	1888	-0,157
1951	0,002	1919	-0,091	1887	-0,158
1950	0,000	1918	-0,095	1886	-0,159
1949	-0,002	1917	-0,099	1885	-0,160
1948	-0,004	1916	-0,103	1884	-0,161
1947	-0,006	1915	-0,107	1883	-0,162
1946	-0,008	1914	-0,110	1882	-0,163
1945	-0,010	1913	-0,113	1881	-0,164
1944	-0,012	1912	-0,116	1880	-0,165
				<1880	-0,165



Pe for Classic IOR

1976	0.064
1977	0.068
1978	0.072
1979	0.076
1980	0.080
1981	0.084
1982	0.088
1983	0.092
1984	0.096

The reference year for the assignment of Pe for gaff rigged yachts launched after 1923 (with the exclusion of their replicas) will be the average (rounded down) of the year of launching and 1923.

For the yachts launched prior to 1880 Pe will be equal to – 0,165.

For replica and one-design yachts with specific construction, regulations the parameter is given by the average (rounded down) of the design year and the launch year of each single yacht. The parameter will be limited to 1975.

For vintage yachts whose rigging configuration has been modified since the origin (change of Ca), the reference year for the Pe is given by the average between the year of launching and the year of modification of rigging configuration limited to 1950, rounded down. When the year of rigging configuration modification cannot be established, 1950 will be used.

The yachts of the classes of the International Rule or of the Universal Rule are not to be considered one-designs, therefore the age parameter will be based on launch year.

Art. 14 AUTHENTICITY AND CONFORMITY (Co)

The Co coefficient allows for an evaluation of a yacht's degree of conformity to her original design and construction.

The original plans showing the yachts hull and rig at the moment of her launch will be used as the benchmark for determining the coefficient. Modifications to hull and rig may be taken into consideration, especially if conceived by the original designer; nevertheless, the more recent the modification, the greater the decrease in authenticity.

The Co will be determined by the analytic evaluation of the three following areas, in order of decreasing importance:

- spars, rigging, equipment and fittings
- deck and hull (materials and hardware, equipment)
- interior accommodation and equipment



An evaluation of the original materials state of preservation, restoration, or reconstruction will also be applied to all areas.

The variable value range of the **Co** is assigned as follows:

- | | |
|--|--------------------------|
| - vintage yachts and vintage one-design : | from 0,88 to 1,15 |
| - vintage yacht replicas: | from 0,95 to 1,20 |
| - classic yachts and classic one-design launched before 1960: | from 0,90 to 1,15 |
| - classic yachts and classic one-design launched after 1960: | from 0,93 to 1,15 |
| - Classic IOR yachts launched after 1976 : | from 0,95 to 1.15 |
| - classic yacht replicas: | from 0,95 to 1,20 |

In determining the Co, availability of documentation that allows the yacht to be compared to her original design will permit a more accurate evaluation. This documentation should be based primarily on the original drawings of the yacht, but may be also drawn from historical evidence: literature, periodicals, photographs, or owners archives.

14.1 Hull, deck and related equipment

The relevant items are:

- Hull and keel dimensions, shape and materials
- Structure: position and distance of frames and knees
- Size and type of planking and of its linking
- Deck lay-out, materials, rudder and equipment

The following are allowed:

- Steel welding of a hull that was originally riveted
- Engine installation
- A plywood layer between deck beams and carlings on rebuilt decks
- Navigation and security instrument installation, particularly provided their good integration with the original lay-out.

14.2 Rigging, sail plan and fittings

The relevant items are:

- Conformity to original type of main sail (gaff or 15ermudian)
- Conformity to original rig configuration (number and respective size of the masts and spreaders)
- Mast and spar dimensions, shape and materials
- Sails and running rigging
- Standing rigging cable types
- Fittings characteristics

The following are allowed:

- Replacement of a solid mast with a hollow one
- Polyester or polypropylene lines
- Dacron or nylon sails
- Signaling or security instruments



All gaff sails with a large leech roach (ratio between the diagonal – from the boom end to the peak end – and the arrow of the leech roach, being greater than 2%) will be heavily penalized on the Co.

All Bermudian sails must not have more than one forced batten. A forced batten is penalized on the Co, except when it is in the highest position. If the length of an unforced batten exceeds 75% of the distance between the leech and the luff where it is positioned, it receives a penalty on the Co. It is the same if the total number of battens of a sail is over 5. By explicit derogation, the CIM Rating Committee may exempt a yacht from penalty.

14.3 Interior accommodations and equipment

As a general rule conformity with the original design will be the prime factor in evaluation, nevertheless interior accommodations may differ from the original to comply with modern comfort and safety requirements, but they must respect the original style, conception and materials used.

Art. 15 PENALTIES AND ALLOWANCES

The yacht which has used sails from the list below will be either penalized or awarded an allowance, in percentage of elapsed time:

VINTAGE YACHTS

	Mainsails	headsails and off wind sails
-cotton sails	-2%	-2%
-Dacron or nylon sails	0	0
-sails manufactured with panels using laminated, inextensible and undeformable materials such as: laminated dacron, mylar scrim, composed fibres of the typesandwich, spectra, vectran, dynema, hydranet	8%	5%
-«hi-tech» sails manufactured with or without panels or using different fibres (kevlar, twaron, PBO or carbon for example)	NOT ALLOWED	
-different cuts from those used at the time of the launching	4%	3%
-fully battened sails	NOT ALLOWED	
- no use of a downwind sail or use of a sail balloon jib type	-2%	
use of off wind sails with the halyard point higher than the original one	3%	
use in the race of motorized winches	2%	



CLASSIC YACHTS and CLASSIC IOR

	Mainsails	headsails and off wind sails
-Dacron or nylon sails	0	0
-sails manufactured with panels using laminated, inextensible and undeformable materials such as: laminated dacron, mylar scrim, composed fibres of the type sandwich, spectra, vectran, dynema, hydranet	5%	5%
-«hi-tech» sails manufactured with or without panels or using different fibres (kevlar, twaron, PBO or carbon for example)	NOT ALLOWED	
-different cuts from those at the time of the launching	ALLOWED	
-fully battened sails	NOT ALLOWED	
-use in the race of motorized winches	4%	

A sail is fully battened when at least two battens extend throughout it's width.

For vintage yachts, different cuts from those used at the time of launching are considered as those that are not horizontal, vertical or crossed.

These penalties or awards will be applied for the all duration of an event following a statement from the owner.

The use of asymmetrical spinnaker at the end of a spinnaker pool is allowed without penalty for a pool compliant to the certificate measurement.

The use of sails type Big boy and Blooper is authorized without penalty for the Classic IOR.

Art. 16 GENERAL RULES

16.1 According to the general spirit and specific nautical heritage of the vintage and classic yachts, the C.I.M. stipulates the following rules in addition to the WS rules and the specific regulations established by national authorities.

16.2 The organizing clubs, skippers and owners will be subject to these rules, except for Articles 15, 17, 18, 19, 20, 21, 22, 23, 24 and 25, which can be amended by the race instructions.

16.3 Skippers or owners must ensure that their crews are qualified for the handling of such yachts; they are solely responsible for their choices.

16.4 Only recognized C.I.M. technical committee agents are deemed competent, for both their specific technical and historical expertise, to deal with rating and verifying vintage and classic yachts.

16.5 The National Association which issues the rating certificates is in each country the only competent with these and at least one of its measurers must be always included in the rating committees of the regattas where are applied these Rules.



Art. 17 CLASS DIVISIONS

With the possible exception of “Big Boats ” and “Cruisers” defined below, and those measured according to the International and Universal Rules and of One-Designs, yachts will be divided into three main categories: vintage, classic yachts and Classic IOR. They will then be divided into classes according to the type of rig and according to their Rating or hull length (Lt).

The “Big boats” are identified by the Rating Committee and may be separated into two subcategories to isolate the “Big racers” when the event participants allow it (at least 3 yachts per subcategory). On an experimental basis, the opening of a “Cruisers” category may be decided in coordination and subject to agreement, between the Rating Committee and the organization of an event, when the event participants allows (at least 3 yachts in the category).

It is possible for events wishing to do so to open the “One Ton cup” category, for Classic Yachts identified as 22 feet of the RORC rating system and Classic IOR yachts identified as 27.5 feet of the IOR rating system.

No general scoring (OVERALL) will be published.

The minimum number of yachts per each class is three.

If the number of registered yachts in one of the vintage and classic categories is less than three, they will be re-grouped.

Replicas of vintage and classic yachts will race in separate classes, but if the number of entered yachts is less than three, they will be regrouped with their category of reference.

Art. 18 COURSES

There are three different types of regattas for vintage and classic yachts:

18.1 - Type A (Blue water regatta)

The blue water regatta is composed of a course that may extend to more than 20 nautical miles from the coast, and that may include sailing after sunset.

18.2 - Type B (Short regatta)

The short regatta is composed of a course that may not extend beyond 20 nautical miles from the coast, and that will normally end before sunset.

18.3 - Type C (Coastal regatta)

The coastal regatta is composed of day sailing no farther than 5 nautical miles from the coast.

The organizing committee will indicate the course type for each regatta. A yacht must conform to the minimum safety rules provided by the organizing committee or considered necessary by the race committee to gain admission to the regatta.

Art. 19 RACE RULE VIOLATIONS

If the Protest Committee (or Jury) considers that the rules have not been respected, a penalty of 2%, 5%, or 10% over elapsed time, or an eventual dis-qualification, may be assigned.

The decisions of the Protest Committee are final and cannot be appealed.



Art. 20 DECLARATION OF OBSERVANCE

Upon arrival each yacht must submit a written declaration to the organisation committee stating that all rules have been complied with.

This declaration must include the yacht's finish time in hours, minutes and seconds. Any delay in submitting this declaration may lead to a penalty.

Art. 21 NIGHT SAILING

From sunset to sunrise, or within the hours specified in the race instructions, the International Regulation to Prevent Collisions at Sea will replace the rules of ISAF, and during this period, the yachts will have to display navigation lights, which must be placed in such a way that they are not masked by the sails. During the blue water regatta (type A) the yachts are required to have on board emergency lights, or a signaling light with a visible range of over 5 nautical miles.

Art. 22 MINIMUM CREW

The minimum number of crew members is under the responsibility of the captain, but can in no case be less than 2.

Art. 23 YACHTS IDENTIFICATION

Yachts must have a number in the sails and at least on each side of the mainsail, allowing easy identification by the Race Committees. The sail numbers, alphanumeric, are, as far as possible, based on historical identifications, and must be validated by the National Association issuing the rating certificate. Special identification conditions may be accepted by way of derogation by the CIM Rating Committee.

Art. 24 TIME LIMIT

For Type A and B regattas, the time limit for each yacht is given by the formula:

$$TL = (APM + 1500) \cdot D$$

where:

- APM is the allowance in seconds per nautical mile,
- D is the geographical length of the circuit.

If the sailing instructions do not foresee any time limit, a Type C regatta will follow the instructions established for Type A and B regattas.

Art. 25 ABANDONMENT

Any yacht abandoning a race, for whatever reason, must inform the Organisers as soon as possible and observe any further conditions stated in the sailing instructions. Please note that any infraction to this rule may cause a penalty to be applied by the competent National Authority, notwithstanding any sanctions already assigned by the Protest Committee (or Jury). The yacht must fly the signal flag «N» of the international code.



Art. 26 RESPONSIBILITY

«Each yacht is given the choice under its sole responsibility to decide whether or not to start or to continue racing». (WS Rule N°4)

The competitors participate in the races at their own risk and under their own responsibility.

The organizers will not be held responsible for damages suffered by persons or things, on land as well as at sea, in consequence of a yachts' participation in the regattas.

Captains are reminded that they are personally responsible for any damage to persons and things that can happen to their yacht or their crew. For this reason they must ascertain the existence of all necessary insurance to cover all entailed risks, including those involving third parties. It is the responsibility of the captain or of the owner to judge, based on the competence and training of his crew, the force of the wind, the sea state, the weather forecast, etc., whether or not to take part in any scheduled races.

The Protest Committee can disqualify a sailor from any further participation in the scheduled races for misbehavior or bad sportsmanship. The Committee may also apply any disciplinary sanctions. This ruling applies not only for the actual races but also ashore for the duration of the event.

The Captain is responsible for the behavior of his crew, and sanctions can also be taken against him, in addition to any sanctions already applied, up to and including disqualifying the yacht for the current race.

Art. 27 DISPUTES

In case of disputes regarding the interpretation of the current regulation, the French text will prevail.



Annex : table of values for Cb

Godinet rule		0.07
International Rule 1st formula (1906-1919)	≤6mIR	0.05
	≤8mIR	0.05
	≤10mIR	0.07
	≤12mIR	0.10
	≤15mIR	0.13
	≤19mIR	0.05
	≤23mIR	0.00
International Rule 2nd and 3rd formula (≥1920)	≤6mIR	0.12
	≤8mIR	0.15
	≤10mIR	0.17
	≤12mIR	0.20
	≤15mIR	0.15
	≤19mIR	0.05
	≤23mIR	0.00
Universal Rule	N	0.03
	P	0.10
	Q	0.17
	R	0.18
International Rule transformed	≤10m	0.03
	>10m	0.05
Metric CR rule (1949 - Aas & Mc Gruer)	<10m	0.03
	≥10m	0.03
New York	NY30	0.05
	NY40	0.05
	NY50	0.10
Bar Harbour 31		0.10
Cork Harbour		0.03
International One Design (IOD)		0.03
Schären kreutzer		0.12
Nationaler kreutzer		0.15
Sonderklasse		0.12
California 32		0.05
Certified IOR launched in 1971 or after		0.03
Dragon		0.20
Scow		0.07
West Solent		0.04



Definition of «Spirit of tradition»

The «Spirit of Tradition» category will include the following yachts:

- vintage or classic yachts, who, due to the suffered alterations, cannot be rated according to the «C.I.M. Rules for the Rating and Racing of Vintage and Classic Yachts».

- yachts built since 1970 using modern techniques and materials which have a look and style imbued with a traditional vintage or classic design.

Their admission shall be submitted to the C.I.M. Rating Committee (directly or by the means of a National Association) and, upon agreement of this body, they will be admitted to participate to Vintage and Classic festivals, but in a separate category and with separate scoring.

Each yacht must in any case be in possession of a valid IRC Certificate or in Spain of a RI Certificate.