



Presentation of the modifications to the CIM Rating Regulations for 2026

(version of 6 January 2026)

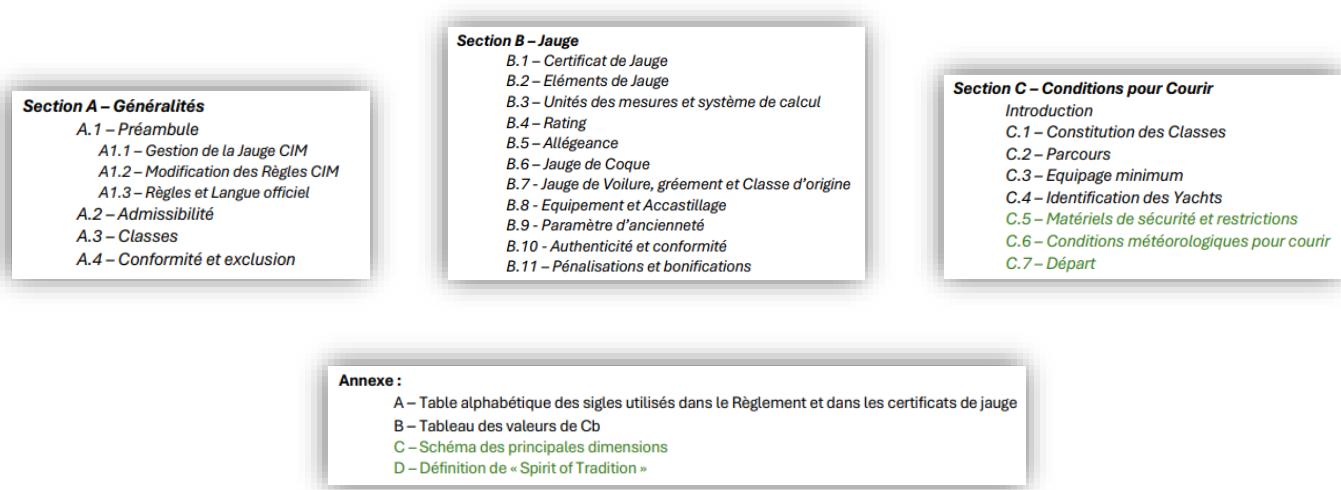
At the conclusion of the intense work carried out by the Rating Committee, this document presents all the changes to the Regulations for 2026, validated by the Rating Committee, and approved by the Board and the Extraordinary General Assembly of 23 October 2025 in Monaco.

The main changes are:

A revised form for the 2026-2029 regulations:

a new format has been validated for the regulations, allowing for a more consistent location of information in three distinct sections:
General / Rating / Conditions for racing.

It was also decided to create a special annex to present the main measurements through diagrams and drawings (in progress).



An annual reference configuration in the certificate: (see B1, B5, B8 and B11)

Until now, the operation of the rule for our regattas went through two stages:

1 - Issue of a rating certificate at the beginning of the season (with possible modifications during the season)

2 - and for each event, a declaration of the configuration used for the event through a "sail declaration form", in particular for sails made of fabrics or special cuts (cotton, high modulus, radial), for their use (no spinnaker or use of balloon jib) and use of assisted winches.



The observation made in recent years is that the "sail declaration forms" are, for 90% of the fleet, a redundant formality to be carried out in each event, and a potential source of error...

It has therefore been validated to deal with this configuration through a reference configuration, which will appear on the measurement certificate, by integrating the bonuses and penalties of the former article 15 into the rating via the Pv coefficient of equipment and fittings. We have nevertheless kept the provisions of bonus/penalty per occurrence, for exceptional cases of configuration modification for an event, at the explicit request of the shipowner, in order to avoid the cyclical modification of the rating certificate.

Regarding modifications to yachts that have a possible impact on the certificate, the Rating Committee confirms that it wants to discourage changes during the season, in particular if it impacts authenticity or conformity with the origin, which may, in this case, give rise to a penalty on the Cc as well as a special fee that may be applied when the new certificate is issued.

Categories: from "Cruisers" to "Classic IOR": (see C1, A3 and Appendix D)

The experiments carried out over the last two years for the "Cruisers" class have been successful, and allowed pure cruising yachts to find a more appropriate place in our regattas, so we have chosen to perpetuate the category, and a specific group must work on the selection and gathering criteria.

For the Classic IOR, there is no revolution for this class which is slowly developing, promoting the qualitative rather than the quantitative... A small adjustment has been made to the series deemed eligible by the Rating Committee, some of which are produced after 1984 (deadline) but conform to the design and construction of the prototype or the first of the series before 1984, which will now be accepted as a "replica" of Classic IOR.

Finally, there has been a small change in the definition of "Spirit of Tradition", a category on the fringes of our traditional boats, for which it has been agreed that the rule used will be the one declared by the Notice of Race for each event opening the category...

Some adjustments for coefficients and parameters: (see B6/ 8/ 9/ Appendix B)

For the Pp (hull profile) it is decided for Type 1 (long keel) to continue the use of the "overlap rate" (of the longitudinal hull profile) but through a formula allowing continuous variation. A constant adjustment for Pp of type 2.1 (with rudder separated from the keel, whose fin is flat with bulb), the constant going from 1.10 to 1.14. No impact on the Rated boats in the last 4 years.



For the Pv (equipment parameter and fittings) it was validated to recalibrate the bonuses for shaft line and propeller.

Small adjustments for the Cb (coefficient of origin class), especially concerning the NY50, and the 10/12 mIR of the first formula.

Details concerning the regatta conditions: (see C6 and C7)

With the definition of the weather conditions for launching a race, and details concerning the start procedures, as well as the penalties for early start (OCS) with the validation of a systematic penalty of 5 points.

Sail configurations: (see B.10)

The provisions concerning battens for Bermudian sails (only 1 batten forced - not penalized at the top, 5 battens max, and penalization of "false full battens"), and for gaff sail roach (limit of h/D to 2%) are confirmed, however for the latter, a tolerance of 0.5% of h/D will be used before application of the penalty, taking into account measurement uncertainties.

For after 2026, there is still an important development under study: the taking into account of mainsail and spinnaker measurements, for which equivalent surface area calculation formulas have been validated, on the other hand doubts about the quality of the measurements declared...

Indeed, the campaign to collect measurements of the dimensions of mainsails and spinnakers gave mixed results: less than half of the yachts Rated were able to provide data, and some measurement checks carried out highlighted a risk of unreliability of the data declared...

Following this observation, it was decided not to implement the modification in 2026: this important work must be continued by making the measures more reliable and working on the formula in 2026 for a possible implementation as early as 2027...

To be continued!