



# CIM RATING REQUEST 2025

(to be sent to Roger : ar.gibert@wanadoo.fr)



Boat Name:

Sail Number:

Club:

CIM Class Flag Available (Y/N):

**Declaration for 2025:** (in yellow : new 2025)

## Foresails upwind or reaching

### Measurements of the largest foresail for upwind or reaching:

\_\_\_\_\_ - HLU measurement: luff length (cm)

\_\_\_\_\_ - HLP measurement: minimum distance between clew point and luff (cm)

☐ Use in regatta of upwind and reaching sail with overlap

☐ No use in regatta of upwind and reaching sail with overlap

**Forestay:** ☐ cable, ☐ head foil with 1 groove, ☐ with 2 grooves

**Furling system:** ☐ of jib active, ☐ of jib inactive but in its place, ☐ flying furling device

## Downwind sails

☐ I use in regatta a **spinnaker** type downwind sail (symmetrical or asymmetrical).

☐ I use in regatta a downwind sail type **balloon jib**.

☐ I use in regatta a downwind sail type **staysail** (for ketch and yawl).

## Gaff Sail

\_\_\_\_\_ - Measurement of the length of the luff on the mainsail (P sail)

\_\_\_\_\_ - Measurement of the length of the luff on the mizzen (for ketch and yawls)

\_\_\_\_\_ - Significant roach ("yes" if  $h/D > 2\%$ ):  $h =$  \_\_\_\_\_  $D =$  \_\_\_\_\_

## Bermudian sail

\_\_\_\_\_ - Number of battens in the mainsail (0, 1, ...) – same for mizzen or foremast sail \_\_\_\_\_

\_\_\_\_\_ - Existence of forced batten on the mainsail (Yes/ No) – same for mizzen or foremast sail \_\_\_\_\_

\_\_\_\_\_ - Forced batten position on the mainsail (#1: higher, #2 below...) – same for mizzen or foremast sail \_\_\_\_\_

\_\_\_\_\_ - Existence and number of battens (not full) of more than 75% of the extended sail width (0, 1 ...) – idem m. or f. \_\_\_\_\_

**Note:** for a possible derogation concerning the penalization of battens (subject to compliance as soon as possible), contact directly the CIM Rating Committee ([contact-cim@cim-classicyachts.org](mailto:contact-cim@cim-classicyachts.org)).

## One-Design and Series

Identify whether the yacht was part of a one-design class, or a series, and identify the reference site

Class: \_\_\_\_\_ Reference Site: \_\_\_\_\_

**Authenticity:** provide (if not already done) the design, construction, history and restoration documentation of the yacht

Change from origin / from 2024	Comment (/ 2024 for renewal)

Done at:

the:

By:

Signature:

(representing the shipowner)

*The statements above commit the ship-owners for the validity of the rating calculation. Errors in the declarations will automatically lead to a new calculation of the rating, and possibly to specific penalties depending on the nature of the error. CIM measurers are mandated to verify these items at their discretion.*

### Definitions :

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

A foresail for upwind or reaching is said to be **with overlap** when its clew point can be located at the rear of the mast (sheet point at the back of the rear face of the mast when the sail is in axial position).

**Spinnaker sail** (symmetrical or asymmetrical): any foresail whose width at mid-height is greater than 75% of its edge.

**Balloon jib type sail:** whose clew is fixed on the deck in front of the mast, whose tack point is fixed at the end of a pole and whose width at mid-height is less than 75% of its edge.

Downwind sail **type staysail**, which head point is on the back mast, and

the flying tack point ahead of this back mast. (applicable only for ketch and yawl)

The gaff sail roach is characterized by the beam of the leech "h" in relation to the diagonal "D" peak-boom ends.



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Boat Name:

**Additional information** regarding the characteristics, including hull and sails to make the data more reliable, and to study improvements to the rating formula:

## Hull / superstructure with composite

Definition : 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».

### Hull with synthetic resin: Yes / No

- ☐ epoxy resin - ☐ polyester / vinylester resin

Descriptive: (fiberglass, type of fabric, sandwich, glued wood plank...)

### Superstructure with synthetic resin: Yes / No

- ☐ epoxy resin - ☐ polyester / vinylester resin

Descriptive: (fiberglass, type of fabric, sandwich, glued wood plank...)

## Sail measurements (larger used in regattas) – for Rule 2026-2029 preparation

Identification of the source of the data:

- ☐ Self-declared: name of the person who took the measurements \_\_\_\_\_ + date of the measurements: \_\_\_\_\_
- ☐ Official measurer: name of the person who took the measurements \_\_\_\_\_ + date of the measurements: \_\_\_\_\_
- ☐ measurement made within the framework of a gauge (IRC / ORC / JCH ...) n° \_\_\_\_\_ (provide copy of the certificate)

### Bermudian Mainsail

main mast other mast

Mainsail Half Width	MHW		
Mainsail Three-Quarter Width	MTW		
Mainsail Upper Width	MUW		
Luff Length (on sail or with marks)	P on sail		
Foot length (on sail or with marks)	E on sail		

### Headsail

Headsail Luff Length	HLU	for memory
Headsail Luff Perpendicular	HLP	see 1st page

### Spinnaker

asymetric symmetric

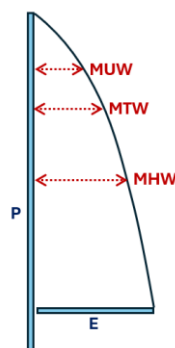
Spinnaker Luff Length	SLU		
Spinnaker Leech Length	SLE		
Spinnaker Foot Length	SFL		
Spinnaker Half Width	SHW		

### Gaff Mainsail

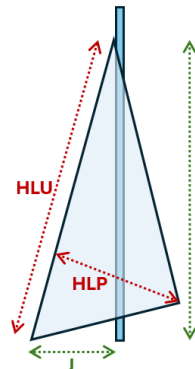
main mast other mast

Luff Length (on sail or with marks)	P		
Leech Length	QLE		
Head Length	QHL		
Foot Length	QFL		
Max roach (from QLE to leech)	h		

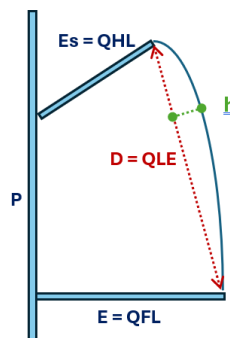
### Bermudian sail



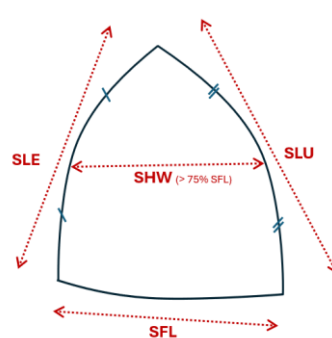
### Head sail



### Gaff sail



### Spinnaker



The definitions and abbreviations correspond (as far as possible) to those of "Equipment Rules of Sailing 2025-2028" from World Sailing

**Historical data and photos:** the CIM website must present a descriptive sheet for each boat: any historical data, article or plan / photo is welcome! (to be sent to: [contact@cim-classicyachts.org](mailto:contact@cim-classicyachts.org))