Approved by AG on 24/11/2026

COMITE INTERNATIONAL DE MEDITERRANEE

RULES
FOR THE RATING AND FOR THE RACES
VINTAGE AND CLASSIC YACHTS

Edition 2027-2029 v2 of 17/11/2026

Ind.	Date	Version	Approved by	Changes
0	23/10/2025	Original	AGE of 23/10/2025	-
1	19/03/2026	Corrective 1	AG of 19/03/2026	Corrective B7.2 and Annex B
2	17/11/2026	Modificatif 2	Vote by AG of 24/11/2026	Modification of § A1, A3.4, B1.1, B2.4, B5, B6, B8, B9, C1, C4, C7.3, annex B. Addition of annex E and of the Note from CIM.

In green: changes compared to the 2026 edition, validated by the Rating Committee and approved by the Board of Directors and the vote of General Assembly of the CIM on 24 November 2026.

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A – GENERAL

A1 – PREAMBLE

A1.1 – Management of the CIM Rating

These Rules are valid, on an exceptional basis, for a period of 3 years, from January 1, 2027, to December 31, 2029, with the key changes applicable for 2028 and 2029 outlined in a dedicated note at the end of this document. It is managed by the CIM Rating Committee appointed by the Board of Directors. Thereafter, the rules will be valid for 4 years, per calendar year.

A1.2 – Amendment of the CIM Rules

The rules are only modified under the responsibility of the Rating Committee exceptionally during four-year periods, in the form of a corrective to clarify an interpretation, to be approved by the Board of Directors, or a modificative, on the unanimous proposal of the Rating Committee, approved by the General Assembly of the CIM.

A1.3 – Rules and Official Language

These rules apply exclusively to monohull sailing yachts. A yacht is a monohull when hull depth in any section does not decrease towards the centreline.

Any reference to the Sailing Racing Rules (RCV), the Sailing Equipment Rules (REV) of World Sailing, refers to the current versions of these Rules.

The language of the official text of these rules is French and in the event of a dispute over a translation, the French text shall prevail.

A.2 - ELIGIBILITY

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.

A.3 - *CLASSES*

A.3.1 VINTAGE YACHTS

A.3.1.1 **Vintage Yachts** are those yachts built of wood or metal, launched before December 31st 1949, that conform to their original plans.

A.3.1.2 Yachts designed prior to December 31st 1949 and launched before December 31st 1952, are assimilated to the vintage yachts.

A.3.1.3 **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.

A3.2 CLASSIC YACHTS

A.3.2.1 **Classic Yachts** are those yachts built of wood or metal, launched before December 31st 1975, that conform to their original plans.

A.3.2.2 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.

A.3.2.3 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.

A.3.3 YACHTS CLASSIC IOR

A.3.3.1 "**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.

A.3.3.2 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.

A.3.3.3 The **replica yachts CLASSIC IOR** are the Classic IOR yachts which, regardless of their launch date, were built according to a project prior to December 31, 1984.

A.3.4 CLASSIC SERIES YACHTS

A.3.4.1 **CLASSIC SERIES** yachts are yachts built of composite materials, designed before December 31, 1970, and launched before December 31, 1984, which remain in conformity with their original plans.

A.3.4.2 For the **CLASSIC SERIES** category, the selection of yachts and classes is determined by an explicit decision of the CIM Rating Committee, based on an analysis of their patrimonial value to the history of yachting, as well as their compatibility with the existing fleet of Vintage, Classic, and Classic IOR yachts.

A.4 CONFORMITY AND EXCLUSION

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

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

A.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.

A.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,
- the authenticity and conformity examination (see art. B.10 «Co») leads to ascertain a lot of modifications, even aesthetic and especially if recent, wandering from the age of her launching.

B – RATING

B.1 RATING CERTIFICATES

B.1.1 The current rating rules have been set up to allow the different **Vintage yachts, classics, Classic IOR** and **Classic Series** to participate in regattas with appropriate allowances.

Vintage, classic, Classic IOR and Classic Series yachts require special technical and historical knowledge for their certifications, so only rating officers recognised by the CIM are competent to carry out measurement formalities, controls and checks.

The rating certificate will be marked with the reference class. In the case of **the Classics** and **Classic IORs**, it is possible to be eligible for both classes, in which case both classes will be indicated on the rating certificate, with Classic IOR in "priority reference class".

B.1.2 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.

B.1.3 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.

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

B.1.4 Rating certificates are issued by the National Association. The issuance of the rating certificate, its validation or its renewal are subject to a fee set by the National Association. The maximum validity of a Rating Certificate is from January 1st to December 31st of the current year. They must be validated annually or renewed whenever a yacht undergoes modifications or changes ownership.

The yacht must remain in conformity with its declared configuration.
In the event of a configuration change during the year, the Technical Committee of the National Association will analyse the reason for the change, and in particular whether this change improves authenticity and conformity with the original. In the event of deviation or deterioration of the conformity with respect to the origin, a penalty on the Cc as well as a special fee may be applied when the new certificate is issued.
A copy of the current rating certificate must always be on board the yacht. Rating certificates are public and accessible on the website of the CIM and the National Associations.

B.2 RATING ELEMENTS

The rating elements are:

B.2.1 **Measured quantities**:

- Mesures de la coque (**Lt, Fa, Fp, B, Bl, P1, P2, P3, P4, Fb1, Fb2**)
- Rigging Measures (**I, J, Lp, P, E, Es, F, Ef, Hm, Ht, Dm**)
- Foresail for upwind or reaching sail measures (**HLU, HLP**)
- Measurement of spinnaker-type sail (**SLE, SLU, SHW, SFL**)
- Measurement of Bermudian mainsail (**MHW, MTW, MUW**)
- Measurement of gaff mainsail (**QFL, QHL, QLE, h**)

With the exception of "h," sail measurements comply with the current "Equipment Rules of Sailing" document published by World Sailing.
For "h" (the depth of the roach on a gaff-rigged sail), the measurement method involves laying the sail flat and applying just enough tension at the peak and clew points to smooth out any wrinkles along the leech.

B.2.2 **Calculated quantities**:

- Sail Area (**Spv**)
- Sail area configuration (**Sf**)
- Rated sail area (**Spc**)
- Rating Length (**Ls**)
- Rating Beam (**Bj**)
- Amidships global depth (**Pmc**)
- Rated depth (**Ps**)

B.2.3 **Coefficients and parameters**:

- Hull profile (**Pp**)
- 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)

B.3 UNITS OF MEASURE AND CALCULATION SYSTEM

The units of measure are based on the decimal metric system and the calculation is algebraic.
The measured quantities will be rounded to the nearest centimetre, the other values will be rounded to the nearest thousandth, except **for TR** rounded to five tenths, the rating and **TCF** which will be rounded to the ten-thousandth and the **APM** which will be rounded to the tenth.

B.4 RATING

The rating is calculated by the following formula:

$$\boldsymbol{R} = \left[0{,}05 \cdot Ls \cdot Pp + \left(0{,}1 \cdot 0{,}963 \cdot Ls \cdot Pp \cdot \frac{\sqrt{Spc}}{\sqrt{Bj \cdot Ps}}\right) + 0{,}34 \cdot 0{,}963 \cdot \sqrt{Spc} + 0{,}2\right](Ca + Cb) \cdot Co \cdot Cc \cdot (1 + Pe + Pv)$$

Where:

Ls = Lt – 0.8 · (Fa + Fp)
Spc = Spv · Sf
Co is the coefficient assigned according to the rules of Article **B.10**.

The formula for the coefficient of slenderness of the sail **(Sf**) is as follows:

$$\mathbf{Sf} = \sqrt{\frac{0{,}45 \cdot \mathrm{Spv} + 0{,}16 \cdot \{\mathrm{MAX}[\mathrm{I}; (\mathrm{P} + \mathrm{MAX}[0{,}8 \cdot \mathrm{F}; \mathrm{Ef}\,; \mathrm{Es} \cdot 0{,}96]) \cdot 1{,}03 + 0{,}4; \mathrm{Hm}]\}^2}{\mathrm{Spv} \cdot 0{,}963^4}}$$

B.5 ALLOWANCE

Allowance per nautical mile is calculated as follows:

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

The calculation of the corrected time is done as follows:

- **Modified time on distance** (usual system):

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

- **Time on Time** (as an alternative)

$$Tc = C \cdot Tr \cdot TCF$$
$$TCF = 0.212 \cdot (\sqrt{R} + 1.55)$$

Where:
Tc : corrected time
Tr : elapsed time
TCF: time correction factor
C : penalization or bonus resulting from the article **B.11**
APM : Allowance per nautical mile
R : Rating
D : geographical length of the route.

B.6 HULL RATING

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.

B.6.1 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:

$$\boldsymbol{Bj} = B - 0.3 \cdot (B - Bl)$$

The width at the waterline (**Bl**) is measured at the surface of the water at **1/2 Ls**

Freeboards (**Fb1** and **Fb2**) are measured between deck level and the surface of the water at 3/4 forward and 1/2 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.

The calculation of the overall median trough (**Pmc**) is done as follows:

$$Pmc = 0{,}125 \cdot \left(3 \cdot P2 + 2 \cdot P3 - 2 \cdot P4\right) + \frac{0{,}5 \cdot P4 \cdot Bl}{Bj}$$

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

$$Ps = 1{,}3 \cdot Pmc + 0{,}9 \cdot P1 + \frac{Ls + 0{,}9 \cdot Bl}{30}$$

B.6.2 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

Where the rudder is an extension of the bottom of the hull:
Pp is determined according to following formula as a function of the TR ratio between: the surface of the projection of the submerged part of the hull and its rudder on the axial plane, and the surface of the rectangle: length at the waterline x draught.

Note: For hulls with a retractable centreboard, the TR measurement is taken with the centreboard in the upper position, and a coefficient of 0.9 is applied to it.

If TR ≤ 73.5 then Pp = 0.92 – (TR – 73.5) /73.5 /2.71
If TR >73.5 then Pp = 0.92 – (TR – 73.5) /73.5 /2.71 – $(TR - 73.5)^{1.44}$ /73.5 /5

Type 2

Where the rudder is separated from the centreboard and:

- For Vintage yachts, with flat centreboard: type 2.1 Pp = 1,14 - (2 · Pmc: Ls)
- For vintage yachts, if the centreboard is not flat, and for other yachts: type 2.2 Pp = 1.20 - (2 · Pmc : Ls)

A centreboard is considered "flat" when the horizontal cross-section of the keel at mid-height has parallel edges along more than 90% of its length.

B.6.3 Correction coefficient (**Cc**)

For a yacht which cannot be rated satisfactory with the Rule or any other justified motivation, 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.

B.7 RATING OF SAIL, RIG AND ORIGINAL CLASS

B.7.1 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 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.

B.7.2 Calculation of the sail area
Spv is the sum of the applicable areas identified below.

Note: see the dedicated note for 2028 at the end of the document

B.7.2.1 Fore triangle: 0.3 Spo + 0.7 Spa

For **Spo**, when a spinnaker type sail is not used
then Spo = MAX (0,5· I·J ; 0,83 Spa)

otherwise Spo = MAX [0,8· I·MAX(J ; Lp) ; 0,83 Spa]

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 **Spa**:

If a headsail is used upwind or cast off with overlap, the **HLU** and **HLP** measurements of the larger sail shall be taken,

Then: Spa = MAX (0.5· HLU·HLP ; 0,5· I·J)

Without overlap: Spa = 0.5· I·J

B.7.2.2 Bermudian sails: 0.5· P· 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.

B.7.2.3 Gaff sails: $0.5 \cdot [E \cdot P + Es \cdot (0.87 \cdot E + 0.5 \cdot P)]$

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.

B.7.2.4 Gaff top-sails: $0.15 \cdot F \cdot Ef$

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.

B.7. 2. 5 Foremast sails: $0.46 \cdot Dm \cdot (Hm+Ht)$

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.

B.7. 2. 6 Downwind staysail for ketch and yaw: $0.12 \cdot mP \cdot E$

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

B.7.3 Rigging Coefficient (**Ca**)

Each yacht will receive a coefficient according to her rig:

	Gaff yachts	*Bermudian yachts*
- Cutter and Sloop	0.78	0.89
- Yawl	0.75	0.88
- Ketch	0.65	0.77
- Schooner	0.63	0.72
- 3 masts	0.45	0.50

B.7.4 Coefficient of class of origin (**Cb**)

Each yacht will receive a coefficient according to its original class as per the table presented in Appendix B.

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.

B.8 EQUIPMENT AND FITTINGS

The equipment and fittings coefficient (**Pv**) will be made up of the algebraic sum of the following factors:

Centreboard:	Sliding	0,03
	With tab	0,07
	Modified (bulb or ballast)	0,20
Rudder:	Modified	0,07
Shaft Line:	Absent	0,00
	In axial position	- 0,01
	In a lateral position	- 0,02
	2 shaftlines	- 0,03
Propeller(s):	With folding or feathering blades	- 0,01
	At 2 solid blades	- 0,03
	At 3 (or more) solid blades	- 0,04
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 2 groove	0,02
Furling system*:	jib, active	0,02
	of Jib, inactive but in its place	0,00
	Flying furling device	0,05
	*:cumulative	
Winch :	absence, with Ls < 8m	- 0,06
	Absence, with Ls > 8m	- 0,08
	Self tailing	0,01
	Use of motorized winches in the race	0,05
Interior:	Absence of furniture **	0,03
	**: when it's not original	

Classic and Vintage- Superstructure with composite materials

Use of composite materials with epoxy resin	0,04
Use of composite materials with polyester or vinylester resin	0,02

Classic & Vintage– Hull with Composite Materials

Use of composite materials with epoxy resin	0,07
Use of composite materials with polyester or vinylester resin	0,04
Use of wooden planks glued with synthetic resin (excluding resorcinol)	0,02

Classic IOR and Classic Series - Superstructure with composite materials

IOR series - monolithic fiberglass + polyester resin	0,00
IOR One off - monolithic fiberglass + polyester resin or vinylester	0,02
IOR Balsa Sandwich + Fiberglass + Polyester Resin	0,04
IOR Sandwich PVC + exotic fibre + vinylester resin or vacuum epoxy	0,06

Classic IOR and Classic Series - Shell with composite materials

IOR series - monolithic fiberglass + polyester resin	0,00
IOR One off - monolithic fiberglass + polyester resin or vinylester	0,02
IOR Balsa Sandwich + Fiberglass + Polyester Resin	0,04
IOR Sandwich PVC + exotic fiber + vacuum vinylester or epoxy resin	0,06

"**Composite materials**" are materials whose structural composition includes a combination of synthetic resin (polyester, vinylester or epoxy) and natural or synthetic fibres. Plywood, and coating, primary and exterior paints of the hull, are not considered composite material

The use of the sails from the list below will be penalized on the Pv according to the scale:

VINTAGE YACHTS

	Mainsails	**Headsail and downwind sail**
Cotton sails	**- 0,05**	**- 0,05**
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	**0,20**	**0,12**
«hi-tech» sails manufactured with or without panels or using different fibres (kevlar, twaron, PBO or carbon for example)	NOT ALLOWED	
Different cuts than those used at the time of launch	**0,10**	**0,07**
Fully battened sails	NOT ALLOWED	
No use of a downwind sail or use of a balloon jib type		**- 0,10**
Use of a downwind sail with a halyard point higher than originally		**0,07**

CLASSIC YACHTS, CLASSIC IOR AND CLASSIC SERIES

	Mainsails	**Headsail and downwind sail**
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	**0,12**	**0,10**
«hi-tech» sails manufactured with or without panels or using different fibres (kevlar, twaron, PBO or carbon for example)	NOT ALLOWED	
Different cuts than those used at the time of launch	ADMITTED	
Fully battened sails	NOT ALLOWED	

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.

B.9 AGE PARAMETER

Due to the year of its launch, each yacht is given an age parameter (**Pe**) in accordance with the table below:

>1975: addition of 0.001 per year, 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, one-design yachts with specific construction regulations, and for Classic Series, 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.

B.10 AUTHENTICITY AND CONFORMITY

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 Series yachts: 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.

B.10.1 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.

B.10.2 Rigging, sail plan and fittings
The relevant items are:

- Conformity to original type of main sail (gaff or bermudian)
- 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. Note: The method for measuring is to have the sail 2D flat, and to apply just enough tension to the peak and clew points to erase the folds along the leech.

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.

B.10.3 Interior fittings 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.

B.11 PENALTIES AND ALLOWANCES

When it is not taken into account in the reference configuration of the certificate and applied to the Pv, the use of the sails from the list presented below will be penalized or awarded in percentage of elapsed time:

VINTAGE YACHTS

	Mainsails	Headsail and downwind sail
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 type sandwich, 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 than those used at the time of launch	**4%**	**3%**
Fully battened sails	NOT ALLOWED	
No use of a downwind sail or use of a balloon jib type		**-2%**
Use of a downwind sail with a halyard point higher than originally		**3%**
Use of motorized winches in regattas		**2%**

CLASSIC YACHTS, CLASSIC IOR AND CLASSIC SERIES

	Mainsails	Headsail and downwind sail
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 than those used at the time of launch	ADMITTED	
Fully battened sails	NOT ALLOWED	
Use of motorized winches in regattas		**2%**

A sail is fully battened when at least two battens cross its entire width.
For vintage yachts, different cuts are different from those used at the time of launching, different cuts from horizontal, vertical and English (chevron) cuts.
These penalties or bonuses will be applied for the entirety of an event in accordance with a declaration by the shipowner.

C – CONDITIONS FOR RUNNING

Introduction:

The Sailing Racing Rules and the National Rules issued by the Federations will apply. However, depending on the specific appearance and nautical skills of vintage and classic yachts, the CIM prescribes the following rules in addition.

The CIM provides the Organisers with standard Race Documents (Notice of Race, Sailing Instructions).

Art. C.1 CONSTITUTION OF CATEGORIES

Yachts will first be assigned to the following categories based on their "Priority Reference Class" and subsequently their "Reference Class," as indicated on their rating certificates:

- Gaff Vintage Yachts
- Bermudian Vintage Yachts
- Classic Yachts

Provided the category is included in the Notice of Race for the event:

- Classic IOR
- Classic Series

Additionally, if the fleet composition allows, "Big Boat" and "Cruiser" categories may be opened (see below).

No category may consist of fewer than three registered yachts. Categories will be combined, first among Vintage yachts, then among Classic yachts, to ensure a minimum of three entries per category. If a category exceeds 12 to 15 entries, it may be subdivided based on rating or hull length (Lt), subject to approval by the National Association.

For yachts with "Classic IOR" as their Priority Reference Class, this category takes precedence, provided it is included in the Notice of Race and has at least three registered yachts. Such yachts must be placed in the "Classic IOR" category. If the "Classic IOR" category is not included in the Notice of Race, or if it cannot be formed due to having fewer than three registered yachts, then Classic IOR yachts that also list "Classic Yacht" as a Reference Class shall be included in the "Classic Yachts" category.

Yachts with Classic Series as their Reference Class must be placed in the Classic Series category, provided it is included in the Notice of Race and has at least three registered yachts.
If the "Classic Series" category cannot be formed due to a lack of at least three registered yachts, the yachts in question will be incorporated into the "Classic Yachts" category only when explicitly approved by the National Association.

"Big Boats" are identified based on their "Priority Reference Class."
When the event's entry list allows, "Big Boats" may be divided into two separate sub-categories—for instance, to isolate "Big Racers"—provided that each sub-category includes at least three registered yachts.

A "Cruiser" category may be established if the event's entry list permits. Its inclusion is decided jointly by the Rating Committee and the event organizers, subject to their mutual agreement and a minimum of three yachts registered in this category.
Yachts wishing to participate in the "Cruiser" class must first obtain approval from the CIM Rating Committee.

Art. C.2 COURSE

Regattas for vintage and classic yachts are of three types:
The Organising Committee will indicate in its Notice of Race the type(s) of course used for each regatta.
World Sailing's Sailing Equipment Rules (REV) will apply for Type A and Type B courses.

C.2.1 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.
The Organizer shall specify in detail in the Notice of Race and the Instructions of Race in detail the rules and other provisions which shall apply to the event. (RSO)

C.2.2 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.

C.2.3 Type C (coastal regatta)
The coastal regatta is composed of day sailing no farther than 5 nautical miles from the coast.

C.2.4 For Type A, B and C regattas the time limit for FINISHING will be specified in the Sailing Instructions.
For course C, it cannot be later than the official time of sunset.

Art. C.3 MINIMUM CREW

The minimum number of crew members is the responsibility of the captain, but may not be less than 2 under any circumstances.

Art. C.4 YACHT IDENTIFICATION

C4.1Yachts must display a sail number that allows for easy identification by Race Committees. This number must appear, at a minimum, on each side of the mainsail.
Sail numbers—which are alphanumeric—should, whenever possible, be based on the yacht's historical identifiers and must be validated by the National Association that issued the rating certificate.
As an exception, the CIM Rating Committee may approve alternative identification methods. In particular, it may authorize or require a yacht that lacks a sail number to be equipped with two display panels (cagnards), each measuring at least 40 × 70 cm, bearing the number assigned by the National Association that issued the rating certificate.
During regattas, these two panels must be displayed visibly—one on each side of the vessel—to ensure the yacht can be identified by race officials.

C.4.2 The CIM provides distinctive class flags corresponding to the various yacht classes—Big Boat, Gaff Vintage), Bermuda Vintage, Classics, Classic IOR, Cruiser, and Classic Series—in accordance with their "priority reference class" and "reference class" as indicated on their rating certificates.

The specifications for these flags are provided in Appendix E.

Art. C.5 SAFETY EQUIPMENT and RESTRICTIONS

C5.1 To participate in an event, the safety equipment on board must be specified in the Notice of Race.

C5.2 During racing, yachts shall take all necessary measures to ensure that anchoring devices located at the bow (such as anchors, grapples, or any other similar accessories) are either dismantled or secured in such a way as to present no risk to the safety, structural integrity of the vessel, or to other competitors. For yachts whose bow anchors cannot reasonably be dismantled due to technical or structural constraints, a fixed, rigid and suitable protection may be installed to prevent any risk of snagging or damage in the event of contact.

Art. C.6 WEATHER CONDITIONS FOR RUNNING

The race will not be launched if the average wind speed does not allow the yachts to start in maximum conditions allowing them to sail safely.
The race will not start if the average wind speed is above **25 knots**, in the event of heavy seas and/or gusts of wind. These limits can also vary depending on sea conditions, current, etc.
Once the race has started, the race committee would not abandon the race simply because the average wind speed exceeds the set limits.
The race committee will consider abandoning the race if it is unable to manage it safely.

Art. C.7 DEPART

C.7.1 START PROCEDURE

Depending on the class, the SRR 26 "Giving the Start of the races" can be modified. The warning signal must be specified in the sailing instructions. It can be different depending on the Class.

C7.2 PENALTY FOR EARLY START

In accordance with World Sailing's DR21-01 test rule, the definition of early start is changed as follows for coastal courses:
A boat *starts* when, her hull having been entirely on the pre-start side of the start line, and having complied with Rule 30.1 if applicable, any part of her hull crosses the start line from the pre-start side to the course side either

a) At or after its starting signal, or
b) During the last minute before its starting signal

SRRs 30.1, 30.2, 30.3 and 30.4 will not apply. When a boat starts in accordance with (b) of the Start Ahead definition (amended to IC A.1.a) it must not return to the pre-start side of the line, and its starting penalty must be: **a 5-point penalty in accordance with RCV 44.3(c)** without instruction. This amends RCV 63.1 and A5

C.7.3 USE OF DOWNWIND SAILS

For safety reasons, **the use of a spinnaker, a balloon jib, or any other downwind sail** during a downwind start is strictly prohibited until both the boat and its entire crew have completely crossed the starting line.
The terms "spinnaker" and "balloon jib" are defined in Article B7.1. Regardless of their designation, any sails that are not hanked or attached to a forestay—whether symmetric or asymmetric—and are intended for use on downwind points of sail, shall be considered "other downwind sails."

Appendix A: Alphabetical Table of Acronyms Used in the Rules and Rating Certificates

APM	= allowance in second per nautical mile (art. B.5)
B	= maximum beam (Art. B.6.1)
Bj	= rated beam (Art. B.6.1)
Bl	= waterline beam (art. B.6.1)
C	= penalty or allowance factor (art. B.5)
Ca	= rigging coefficient (art. B.7.3)
Cb	= origin class coefficient (Art. B.7.4 and Appendix B)
Cc	= correction coefficient (art. B.6.3)
Co	= coefficient of authenticity and conformity (art. B.10)
D	= geographical length of a race (art. B.5)
Dm	= distance between masts for schooners (art. B.7.2)
E	= usable length of the boom (art. B.7.2)
Ef	= usable length of the peak and of the eventual top yard (art. B.7.2)
Es	= usable length of the peak (art. B.7.2)
F	= usable height of the gaff topmast and of the eventual top yard (Art. B.7.2)
Fa	= bow overhang (art. B.6.1)
Fb1,2	= freeboard (Art. B.6.1)
Fp	= stern overhang (art. B.6.1)
HLP	= minimum distance between clew and luff (art. B.7.2)
HLU	= luff length (art. B.7.2)
Hm	= maximum mainmast height for schooners (art. B.7.2)
Ht	= maximum height of the foremast for schooners (art. B.7.2)
I	= maximum height of the headsail halyard hook (art. B.7.2)
J	= horizontal distance between mast and the furthest foresail tack (art. B.7.2)
La	= length of rig (certificate)
Lp	= length of the spinnaker pole (art. B.7.2)
Ls	= rated length (art. B.4)
Lt	= hull length (art. B.6.1)
mE	= usable length of the mizzen boom (certificate)
mEf	= usable length of the mizzen peak and of the eventual top yard (certificate)
my	= usable length of mizzen peak (certificate)
mF	= useful height of the mizzen gaff topmast and of the eventual top yard. (certificate)
mP	= maximum length of the mizzen sail luff (certificate)
P	= maximum usable length of the mainsail luff for bermudian sail, and measured on the sail for gaff sail (art. B.7.2)
P1,2,3,4	= depth (art. B.6.1)
Pe	= age parameter (art. B.9)
Pmc	= average rated depth (art. B.6.1)
Pp	= bottom profile parameter (art. B.6.2)
Ps	= rated depth (art. B.6.1)
Pv	= equipment and fittings parameter (art. B.8)
R	= rating (art. B.4)
Sf	= sail area configuration coefficient (art. B.4)
Spc	= rated sail area (art. B.4)
Spv	= sail area (art. B.7)
Tc	= corrected time (art. B.5)
TCF	= time correction factor (art. B.5)
TE	= draught (certificate)
Tr	= real-time (art. B.5)
TR	= hull profile rate (art. B.6.2)

Appendix B: Table of Cb values

Godinet Rating		0.07
International Rule 1st formula (1906-1919)	≤6mJl	0.05
	≤8mJl	0.05
	≤10mJl	0.05
	≤12mJl	0.05
	≤15mJl	0.13
	≤19mJl	0.05
	≤23mJl	0.00
International Rule 2 and 3rd Formula (≥1920)	≤6mJl	0.12
	≤8mJl	0.15
	≤10mJl	0.17
	≤12mJl	0.20
	≤15mJl	0.13
	≤19mJl	0.05
	≤23mJl	0.00
Universal Rule	M	0.01
	N	0.01
	P	0.08
	Q	0.18
	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	0.15
Bar Harbour 31		0.12
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

Appendix C - Diagram of Key Dimensions

To be completed

Appendix D – 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 will need to have a valid measurement certificate, corresponding to the requirements of the Event Notice of Race for the category.

Annex E – CIM class flags



BIG BOAT



GAFF VINTAGE



BERMUDIAN VINTAGE



CLASSIC



CLASSIC IOR



CRUISER

light blue



CLASSIC SERIES

orange

CIM Note - Modifications applicables from 2028

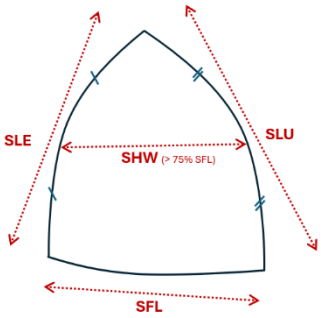
To allow for a sufficient notice period, the following amendments will take effect starting January 1, 2028.

The principle behind this change is to use a sail area value (Spv) that incorporates a portion of the measured sail areas. In practice, for spinnakers and mainsails, the value will be based on the average of two figures: one derived from dimensions taken along the spars, and the other calculated from direct measurements of the sails themselves.

Paragraphs B7.2.1 / 2 / 3 are replaced by:

« B7.2.1 Fore triangle : 0,3 Spo + 0,7 Spa

For **Spo**, when a spinnaker type sail is not used
then Spo = Spa



When a spinnaker is used:
Using the SLE, SLU, SHW, and SFL measurements of the largest spinnaker:
(for a symmetric spinnaker, SLE = SLU)
The spinnaker area is: Spi = (SLU + SLE) / 2 · (SFL + 4 · SHW) / 6
Then, Spo = 0.5 * Spi + 0.5 * I * MAX(J; Lp)

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 **Spa**:

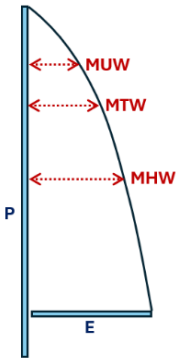
If a headsail is used upwind or cast off with overlap, the **HLU** and **HLP** measurements of the larger sail shall be taken,

Then: Spa = MAX (0.5· HLU·HLP ; 0,5· I·J)
Without overlap: Spa = 0.5· I·J

B.7.2.2 Bermudian sails: 0.5· P· E

Using the measurements MHW, MTW et MUW :
The area GVb = P / 16 [4 E + 6 MHW + 3 MTW + 2 MUW]

The sail area = [GVb + 0,5·P·E] / 2

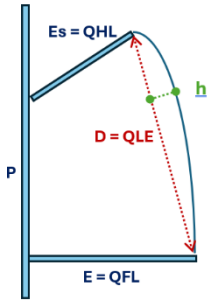


where **P** is the distance between the gooseneck's lowest position to the highest point where the mainsail halyard shackle can be hoisted, and E is the usable length of the boom.

B.7.2.3 gaff sails:

Using the measurement P, E, Es, D, h :
Then the area GVa = S1 + S2 + S3
with :
S1 = P E /2
S2 = [$(P^2 + E^2 + Es^2 + D^2)^2 - 2 (P^4 + E^4 + 2 P^2 E^2 + D^4 + Es^4)]^{1/2} / 4$
S3 = 0.58 D h

The sail area = { GVa + 0,5 · [E · P + Es · (0,87 · E + 0,5 · P)] } / 2



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.

The paragraph B4 is consequently modified:

The rating is calculated by the following formula:

$$\boldsymbol{R} = \left[0{,}05 \cdot Ls \cdot Pp + \left(0{,}1 \cdot 0{,}963 \cdot Ls \cdot Pp \cdot \frac{\sqrt{Spc}}{\sqrt{Bj \cdot Ps}}\right) + 0{,}34 \cdot 0{,}963 \cdot \sqrt{Spc} + 0{,}2\right](Ca + Cb) \cdot Co \cdot Cc \cdot (1 + Pe + Pv)$$

where :

Ls = Lt – 0,8 · (Fa + Fp)
Spc = Spv · Sf / 1.13
Co is the coefficient assigned according to the rules of Article **B.10**.

The formula for the coefficient of slenderness of the sail **(Sf**) is as follows:

$$\mathbf{Sf} = \sqrt{\frac{0{,}45 \cdot \mathrm{Spv} + 0{,}16 \cdot \{\mathrm{MAX}[\mathrm{I}; (\mathrm{P} + \mathrm{MAX}[0{,}8 \cdot \mathrm{F}; \mathrm{Ef}\,; \mathrm{Es} \cdot 0{,}96]) \cdot 1{,}03 + 0{,}4; \mathrm{Hm}]\}^2}{\mathrm{Spv} \cdot 0{,}963^4}}$$