



REQUEST FOR A 2026 CIM RATING

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



Boat name:

Club:

Sail Number:

Shipowner:

For the **renewal of the CIM Rating Certificate**, it is necessary to:

- 1 – pay the fee for membership and for the certificate → see AFYT 2026 call for fee
- 2 – complete this form and indicate the intentions to participate in the events
- 3 – complete the rating request form → for page 2, if the indication "Identical to 2025 declaration" is ticked, then go directly to page 3
- 4 – complete the annual configuration sheet, which replaces the "sail declaration sheet", to be used by default for each event, and which result is now embedded in the rating certificate
- 5 – Complete the additional information page

to sign and scan the form (by the shipowner's representative) → to be sent to the AFYT

Please declare your intentions to participate in 2026:

(please note: this does not replace the registration procedure for each event, but facilitates its organization)

CIM Classic Yacht Trophy 2026: box on the left to tick
(eligible if participation in at least 3 events in at least 2 different countries)

| ? | Start | End | Event | Country | Location |
|--------------------------|---------|---------|-------------------------------------|---------|---------------------|
| <input type="checkbox"/> | 20/5/26 | 23/5/26 | <u>Grandi Regate Internazionali</u> | IT | San Remo |
| <input type="checkbox"/> | 27/5/26 | 31/5/26 | <u>Les Voiles d'Antibes</u> * | FR | Antibes |
| <input type="checkbox"/> | 4/6/26 | 7/6/26 | <u>Porquerolle's Classic</u> * | FR | Porquerolles |
| <input type="checkbox"/> | 24/6/26 | 28/6/26 | <u>Argentario Sailing Week</u> | IT | Porto Santo Stefano |
| <input type="checkbox"/> | 8/7/26 | 11/7/26 | <u>Puig Vela Clàssica</u> | ES | Barcelona |
| <input type="checkbox"/> | 11/8/26 | 15/8/26 | <u>Illes Balears Classics</u> | ES | Palma de Mallorca |
| <input type="checkbox"/> | 25/8/26 | 29/8/26 | <u>Copa del Rey</u> | ES | Mahón, Menorca |
| <input type="checkbox"/> | 1/9/26 | 5/9/26 | <u>Vele d'Epoca ad Imperia</u> | IT | Imperia |
| <input type="checkbox"/> | 21/9/26 | 26/9/26 | <u>Régates Royales</u> * | FR | Cannes |
| <input type="checkbox"/> | 28/9/26 | 4/10/26 | <u>Les Voiles de Saint-Tropez</u> * | FR | Saint-Tropez |

Other AFYT events: (with *: part of the AFYT Trophy)

| | | | |
|--------------------------|---------|---------|------------------------------------|
| <input type="checkbox"/> | 26/3/26 | 29/3/26 | <i>Défi "Pourquoi pas"</i> |
| <input type="checkbox"/> | 7/5/26 | 10/5/26 | <i>Toulon Provence Regatta</i> |
| <input type="checkbox"/> | 8/5/26 | 10/5/26 | <i>Dames de Saint-Tropez</i> * |
| <input type="checkbox"/> | 14/5/26 | 17/5/26 | <i>Les Voiles du Vieux Port</i> * |
| <input type="checkbox"/> | 22/5/26 | 24/5/26 | <i>Les Voiles des Cassis</i> * |
| <input type="checkbox"/> | 1/6/26 | 2/6/26 | <i>Coupe de Printemps du YCF</i> |
| <input type="checkbox"/> | 20/6/26 | 21/6/26 | <i>Calanques Classique</i> |
| <input type="checkbox"/> | 20/6/26 | 3/7/26 | <i>Trophée Bailli de Suffren</i> * |
| <input type="checkbox"/> | 23/8/26 | 31/8/26 | <i>Corsica Classic</i> * |
| <input type="checkbox"/> | 28/8/26 | 30/8/26 | <i>Voiles Classiques de Sanary</i> |
| <input type="checkbox"/> | 27/9/26 | 27/9/26 | <i>Coupe d'Automne du YCF</i> * |

Participation in the JEC project

: volunteer to participate to "Jeunes Equipiers Classiques" project, and possibly to take selected young crew on board, during events of the classic season (accommodation paid by AFYT)

Signature

Done at:

On:

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.



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Boat name:

Sail Number:

Home port:

CIM class flag available (Y/N):

Statement for 2026:

Identical to 2025 declaration → go directly to the following pages
If not, please complete the page below:

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

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 $h/D > 2\%$): $h = \underline{\hspace{2cm}}$ $D = \underline{\hspace{2cm}}$

Definitions: (cf. [regulations](#) B.7.1 and B.10)

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.

Bermudian sail (marconi)

_____ - Number of battens on 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. _____

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

| Change from original / <i>from 2025</i> | Comment (/2025 for renewal) |
|---|-----------------------------|
| | |

Hull and superstructure:

Hull / superstructure with composite

Definition : Are considered «composite materials» the materials having in their structural composition an association of synthetic resin (polyester, vinyl ester 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 / vinyl ester resin

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

Superstructure with synthetic resin: **Yes / No**

- epoxy resin - polyester / vinyl ester resin

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



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Boat name:

New for 2026: replaces the "sailing declaration form" for the annual reference configuration, integrated into the rating certificate – please note: if a different configuration is used for an event, the rating officer and the organisation must be contacted as soon as possible before the event.

Configuration used in regattas in 2026: (bonuses and penalties according to [regulations](#) B.8 and B.11)

Sails and winches used:

- I want to be able to use at least one assisted winch (electric or hydraulic) in regattas.
- I only use cotton sails in regattas (mainsail and/or headsails and downwind).
- I don't use any spinnaker type downwind sail in regattas (see note for gennaker / MPS).
- I use a spinnaker type downwind sail (symmetrical and/or asymmetrical) in regattas.
- I use a balloon jib type sail exclusively as a downwind sail.
- I use a downwind sail type staysail (for ketch and yawl) in regattas.
- I use a downwind sail with a halyard point higher than originally.

Sails

Indicate the materials and cuts used:

| Sail material | Material * | Cutting Type ** |
|----------------|------------|-----------------|
| Mainsail | | |
| Mizzen | | |
| Staysail | | |
| Foremast sail | | |
| Fisherman | | |
| Golly woobler | | |
| Jib / Genoa | | |
| Gennaker / MPS | | |
| Spinnaker | | |
| Balloon Jib | | |
| Other: | | |

* Materials identified:

cotton

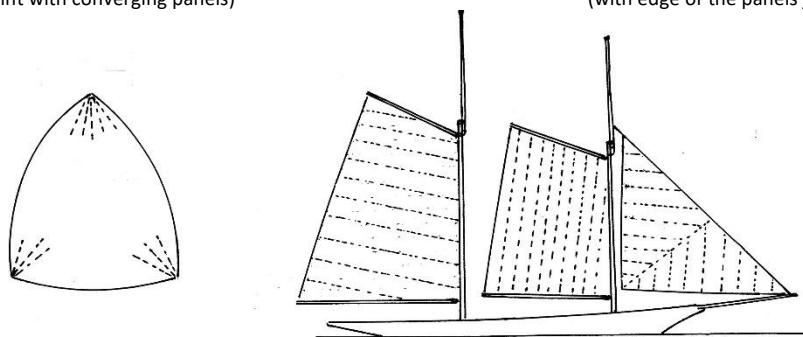
dacron fabric, pentex fabric, nylon

dacron laminé, norlam, spectra, dynema, mylar- scrim, genesis, vectran, twaron

kevlar, twaron, PBO, carbone - *forbidden*

** Cutting Type: Radial,
(at least one point with converging panels)

Horizontal, Vertical, Cross-cut
(with edge of the panels joining on a straight segment)



Note: "Gennaker / MPS" type sails are considered "Spinnaker" when the width at mid-height is greater than 75% of its edge, otherwise it will be considered as a "downwind or leeway".



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Additional information (if not already provided) concerning the characteristics, in particular of the sails, to make the data more reliable, and to study improvements to the rating formula:

Measurements of sails (largest used in regattas) – To prepare for changes in the regulations

Identification of the source of the data:

Self-declared: name of the person who took the measurements _____ + date of the measurements: _____

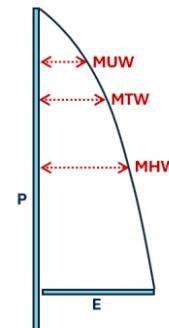
Official measurer: name of the person who took the measurements _____ + date of the measurements: _____

measurement made within the framework of a gauge (IRC / ORC / JCH ...) n° _____ (provide copy of the certificate)

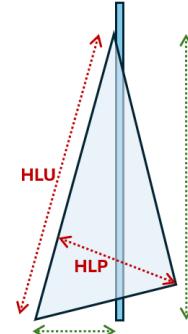
Grand-Voile bermudienne

| | grand mât | autre mât |
|--------------------------|-----------|-----------|
| GV largeur à mi-hauteur | MHW | |
| GV largeur à 3/4 hauteur | MTW | |
| GV largeur à 7/8 hauteur | MUW | |
| GV longueur de Guindant | P on sail | |
| GV longueur de bordure | E on sail | |

Voile bermudienne



Voile d'avant



Voile d'avant

| | | |
|-----------------------------|-----|----------------|
| Longueur de guindant | HLU | pour mémoire |
| Perpendiculaire au guindant | HLP | voir 1ère page |

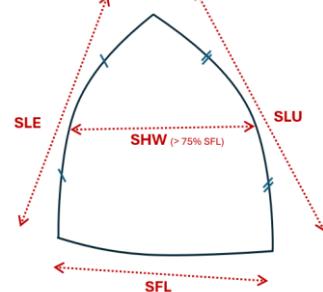
Spinnaker

| | asymétrique | symétrique |
|----------------------|-------------|------------|
| Longueur de guindant | SLU | |
| Longueur de chute | SLE | |
| Longueur de bordure | SFL | |
| Largeur à mi-hauteur | SHW | |

Voile aurique



Spinnaker



Grand-voile aurique

| | grand mât | autre mât |
|-------------------------------|-----------|-----------|
| Longueur de guindant | P | |
| Longueur de chute (D voile) | QLE | |
| Longueur de pic (Es voile) | QHL | |
| Longueur de bordure (E voile) | QFL | |
| Flèche du rond de chute | h | |

Les définitions et abréviations correspondent (dès que possible) à celles du document "Equipment Rules of Sailing 2025-2028" de World Sailing

Hull and superstructure: **new**

Hull Material (plating): wood metal, mixed (with composite), composite

Details:

One-Design and Series

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

Object Class: Reference site:

Improvement of the coefficient of authenticity Co: **new**

I would like to have a re-examination of my coefficient of authenticity Co

Note: the CIM Rating Committee may re-examine the Co, in which case the shipowner or his representative will be asked to complete a CIM file (standard file available) which will allow, with the documents provided, to re-examine the evaluation of the Co. These elements, if they are sufficient, may allow the establishment of a "CIM Certificate of Authenticity". Contact on: contact-cim@cim-classicyachts.org

Dated at:

on:

By:

Signature :

(Owner or representative of the shipowner)

The above statements commit shipowners to the sincerity of the calculation of the rating. Errors in the declarations will automatically lead to a recalculation of the rating, and possibly specific penalties depending on the nature of the error. CIM gauges are mandated to check these elements at their discretion.