Presentation of the modifications to the CIM Rating Rules 2027-2029

(version of 24 November 2026)

At the conclusion of the intense work carried out by the Rating Committee, this document presents all the changes to the Rules for 2027-2029, validated by the Rating Committee and the Board, and approved by the CIM General Assembly on 24 November 2026.

The main changes are:

***Classic Series**: the creation of a new class of yachts.*
It was noted that the creation of the Classic IOR 3 years ago had opened up the possibility of participation in composite-hulled yachts from the first period of the IOR (1970-1984), but that there were previously designed boats, with composite hulls, essentially production boats, which were not eligible, and which could usefully complete the line-up of certain events who wished to do so.

The definition of the Classic Series provides that the design must be before the end of 1970, the launch before 1984, and that the boats and series have to be accepted by the CIM Rating Committee, to have yachts that are qualitative and compatible with our classic events.

In the same way as for the Classic IORs, a dedicated Working Group will be responsible for steering the gradual rise of this class, knowing that each event will be responsible for the opening, or not, of the category via its Notice of Race.

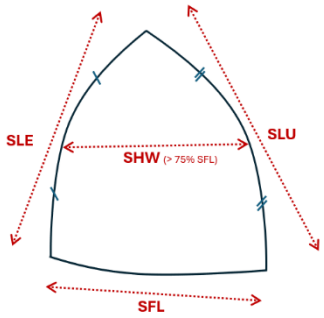
Note: this class opening had been tested in 2026 with the admission by derogation of a few production examples, such as the Swan 36 with Tarantella – picture aside…

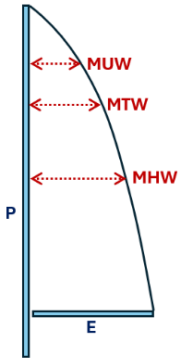


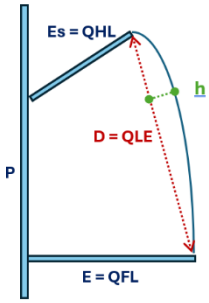
***Measured sail area**: half of which will be used for mainsail and spinnaker in 2028.*

Following the data collection launched two years ago, the Rating Committee had a sufficient range of measurements for mainsails and spinnakers to assess the benefits of partially taking this data into account for the improvement of the performance of the rating.

It was therefore proposed to take into account in the calculation of the sail area for mainsail and spinnaker: 50% of the area calculated from the measurements, keeping 50% of the current estimate, based on the useful lengths of the rigging.
Important: it was decided to apply this change ***only from 2028****, in order to give shipowners and professionals sufficient time to prepare. Simulation tools will also be made available to allow shipowners to have visibility of the impacts of possible configuration choices.*







Some other changes*:*

- *for the hull profile: precision for the calculation of the TR for type 1 with sliding centerboard, and modification of the definition for type 2.1 (separate rudder with a rectangular keel section)*
- *Adjustment of the definition for the correction coefficient Cc*
- *increase in the bonus for the use of the "Balloon Jib" downwind sail configuration*
- *adjustment of the Pe age allowance for replicas, one-designs and definition for the "Classic series"*
- *reformulation and adjustments for the "Constitution of categories", detailing the logic of defining categories according to the participants of each event*
- *clarification concerning the identification of yachts by sail number, or by derogation by "cagnard", and definition the CIM class flags (creation of an orange class flag for the "Classic Series") via a dedicated annex*
- *For downwind regatta starts: it is forbidden to use downwind sails before crossing the start line*
- *adjustments of some original class coefficients Cb, e.g. for Universal Rule yachts and Bar Harbour 31*

Note: the definition of the modifications applicable from 2028 to sail surfaces is specified in a dedicated Note at the end of the Rating Rules.