



Corrective n°5 to CIM 2022-2025 rating regulations

Approved by the CIM Board of Directors on March 20, 2024
following the proposal of the CIM Gauging Commission of March 13, 2024

The following fixes and clarifications are applicable from 2024.

The corrections concern:

§ 11: Rating of sail, rig and original class

- Added definition of “spinnaker” and “balloon jib”
- Spo calculation when no spinnaker used

§12 Equipment and fittings

Penalty for interior absence of furniture not applicable when original

§13 Age parameter

For vintage yachts whose rigging configuration has been changed, then Pe calculated with the average between the year of launch and the year of modification, or 1950 by default.

§15 Penalties and allowances

Reduction of the penalty for using motorized winches from 4% to 2%

§17 Class divisions

Added the “Big Boats” class and its possible division to identify the “Big Racers”, and the experimental “Cruisers” class.

§22 Minimum crew

Simplification and limitation to a minimum of 2 crew members.

§25 Identification of yachts

Added the requirement to have a sail number.

Corrected rating rules

Art. 11 RATING OF SAIL, RIG AND ORIGINAL CLASS

11.1 add after “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. »

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11.2.1 modified: “fore-triangle: $0.3 S_{po} + 0.7 S_{pa}$

for S_{po} : when no spinnaker sail is used then $S_{po} = S_{pa}$

otherwise $S_{po} = 0.8 \cdot I \cdot \text{MAX}(J; L_p)$ »

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Art. 12 EQUIPMENT AND FITTINGS

Modified text:

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“Interior: absence of furniture * 0.03
*: when it is not original ”

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Art. 13 AGE PARAMETER

Add after “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. ”

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INTERNATIONAL COMMITTEE OF THE MEDITERRANEAN

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Art. 15 PENALTIES AND ALLOWANCES

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VINTAGE YACHTS

Modified text:

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~~“- no use of a downwind sail or use of a sail balloon jib type whose tack is fixed on the deck at the front of the mast via a fixed strop of limited length (<0.2 J), whose clew is fixed to a pole, and whose width at mid height is less than 75% of its edge~~ -2%

- use of a downwind sail with a halyard point higher than originally 3%

- use of motorized winches in regattas 2% »

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Art. 17 CLASS DIVISION

Modified text:

“With the possible exception of “Big Boats ” and “Cruisers” defined below, and those measured according to the International and Universal Rules and of One-Designs, yachts will be divided into two main categories: vintage and classic yachts. They will then be divided into classes according to the type of rig and according to their Rating or hull length (Lt).

The “Big boats” are identified by the Rating Committee and may be separated into two subcategories to isolate the “Big racers” when the event participants allow it (at least 3 yachts per subcategory).

On an experimental basis, the opening of a “Cruisers” category may be decided in coordination and subject to agreement, between the Rating Committee and the organization of an event, when the event participants allows (at least 3 yachts in the category). »

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Art. 22 MINIMUM CREW

Text of the article replaced by:

“ The minimum number of crew members is under the responsibility of the captain, but can in no case be less than 2.”

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Art. 23 YACHT IDENTIFICATION

Text of the article “Crew list” replaced by:

« Identification of yachts

Yachts must have a number in the sails and at least on each side of the mainsail, allowing easy identification by the Race Committees. The sail numbers, alphanumeric, are, as far as possible, based on historical identifications, and must be validated by the National Association issuing the rating certificate. Special identification conditions may be accepted by way of derogation by the CIM Rating Committee. »

Annex : table of values for Cb

Modified values:

“ International Rule	≤15 m	0.13	
International Rule transformed	≤ 10m	0.03	> 10m 0.05
New York	NY50	0.10	
Schären kreutzer		0.12	”