



CIM rating in 2024

(General information from the CIM Rating Commission as of 01/05/2024)

In December 2023, the Rating Commission launched the work of analysing the season and defining the proposals for modifications, and, after 16 meetings, some of which in dedicated groups, the discussions in a Big Boats forum, and a plenary meeting in the presence at Yacht Club de Monaco on 17 February 2024. The approval of the orientations was given by the General Assembly of the CIM held on April 12 at the YCM.

Key findings and directions include:

- **Classic IOR:** proposal to continue the initiative launched in 2023 with a few small adjustments, keeping the objective of qualitative development (Amendment n°4)
- **Categories:** work on groupings has been carried out, in particular thanks to the support of the Big Boats forum, with two openings: the separation of a sub-category of "**Big Racers**" when possible, and an experimentation of a "**Cruiser**" category when possible
- **Rating formula:** some parameters of the rating formula have been adjusted (see Corrective n°5): Spo (downwind sail area), powered winches, Pe for rigging modification, some Cb, and Pv for interior fittings, and some clarifications for application in 2024.

Classic IOR :

As a reminder, this category was opened last year (see amendment n°3) with the following guiding principles:

Yachts launched between 1970 and 1984 (including with composite hulls), justifying an IOR certificate at the time, without modification and with the configuration of the origin, with a CIM rating certificate having the mention "Classic IOR" (serial production boats are not admitted, except for a few qualitative series on explicit derogation from the CIM Rating Commission).

Following the review and proposals of the IOR Classic mixt Group, and validation by the Rating Committee, Amendment No. 4 (cancels and replaces Amendment No. 3) was approved by the Board of Directors of the CIM and presented to the General Assembly of April 12, 2024.

These adjustments are:

- § 12: Hull: Pv for Composite hull for Classic IOR decreased from 0.10 to 0.02
- § 15: deletion of the note on the 2023 Kevlar sail derogation

Indeed, it appeared from the experience of the 2023 season that the 10% penalty on the composite hull rating was too high for these first composite hulls, which did not allow for significant weight savings. It was therefore decided to reduce this penalty to 2%.

It should also be noted that the mention of the 2023 derogation allowing the use of Kevlar sails when original has been removed. We now have an alignment of the requirements for the sails of the "Classic IOR" with those of the "Classics", with a standard configuration of dacron/nylon sails, strong penalties for hi-tech fabrics, and a ban on "high modulus" materials (such as kevlar, carbon...).

There are two special points to be noted:

- A boat launched between 1970 and 1976 can be both "Classic IOR" and "Classic", in which case, when the "Classic IOR" class is open for an event, then it must be part of it. On the other hand, when the "Classic IOR" category is not open, then he can participate with the "Classics".

Note: to be recognized as "Classic", it must comply with the eligibility rules, and in particular "§3.1 Classic yachts are those yachts built of wood or metal, launched before December 31st 1975, that conform to their original plans..."»

- A boat launched between 1976 and 1984 (excluding replicas) cannot be in the "Classic" category and can only, if eligible, be in the "Classic IOR", and race when the category is opened by the organiser...

Categories:

The separation into categories for each event is an important decision, as it allows yachts to be grouped according to the available participants in order to have fun and safe regattas, the main factors taken into consideration are:

- The age of the boats: Vintage or Classic (and now Classic IOR)
- The type of mainsail: Gaff or Bermudian (characterizing in particular the angle upwind)
- The size of the boat, which is related to the maximum hull speed
- The rating: supposed to be representative of the boat's performance
- And many other factors, such as manoeuvrability, class of origin...

The problem is complex, and the CIM together with the National Associations and the organizers are trying to give themselves common rules. Since last year, the "**Reference Classes**" have been set up: with identification by coloured CIM class pavilion

- **Big Boats:** CIM vintage yachts (cf § 2 of the CIM regulations) launched before 1950, and associated replicas, with a reference length of more than 24 meters - with reference length = average of the total length and hull length: $(L_a + L_t)/2$, and guest yachts
- **Gaff Vintage:** other yachts of the CIM vintage (cf § 2 of the CIM Regulations) launched before 1950 with gaff rigging, and associated replicas
- **Marconi Vintage:** other CIM vintage yachts (see § 2 of the CIM regulations) launched before 1950 with Bermudian rigging, and associated replicas
- **Classic:** CIM Classic yachts (see § 3 of the CIM regulations) launched between 1950 and 1975, and associated replicas, not eligible for "Classic IOR"
- **"Classic IOR":** Yachts launched between 1970 and 1984 (including with composite hulls), justifying IOR certificate in the period, without modification, and with the original configuration

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|-----------------------|---|
| BIG BOAT |  |
| EPOQUE AURIQUE |  |
| EPOQUE MARCONI |  |
| CLASSIQUE |  |
| CLASSIC IOR |  |

This winter's reflections focused mainly on two orientations:

- **Big Boats:** identification, when possible, of a subgroup of "**Big racers**", allowing to separate the big light cutters or equivalent (with the 15mIR, Halloween, Viveka, or even Spartan) with the best performance in light to medium winds on one side, and on the other side keep the large schooners or ketches, and the three masts, which have a performance profile optimized for sustained winds. The main constraint to its implementation is of course the event participant list, knowing that it takes at least three yachts of each type to separate the Big Boats from the Big Racers.
- **Cruisers:** another direction is to open up the possibility of a "Cruisers" category to group, regardless of age and type of rigging, boats designed exclusively for cruising, with limited performance, especially in light winds. The characterization and variability of these yachts did not make it possible to develop measured criteria to identify these yachts, so it was decided on an experimental basis in 2024 to be able to open this category according to the field of the event, in consultation between the organizer and its National Association, with the agreement of the CIM Rating Commission. To be continued....

Finally, it should be noted that a longer-term reflection launched by Francesco Foppiano questioning the separation between Vintage Yachts and Classic Yachts (separation in 1950) to take into account a grouping of yachts based on the original rating with 3 groups:

- . "Offshore" with RORC and CCA boats (1930s to late 1960s)
- . "Regatta" with JI and JU metric and pure non-offshore regatta series or one-designs
- . "Gaff boat" with all gaff boats that are not Big Boats.

This reflection must continue in the Rating Commission, if you have an opinion, do not hesitate to share it...

2024 CIM Rating Formula:

Following the review and discussions of the CJ (Rating Committee) on 17 February 2024 in Monaco, the following decisions were recorded by the Board and presented to the General Assembly:

- **§11 - Spo modification: adjustment of the calculation of Spo in case of absence of spinnaker, and setting of the headsail definitions in §11: new wording for "spinnaker" and modification of the definition for "balloon jib"**
 - ➔ this adjustment corrects an injustice for the calculation of the sail area of the Spo headsails (downwind sail area assessment) for yachts not carrying a spinnaker. This provision also benefits yachts opting for the historic "balloon jib" configuration, and complements the 2% bonus on real time (see article 15) and marks the CIM's will to support those who choose this authentic downwind sail configuration. The definition of "balloon jib" has also been adjusted.
- **§15 - Penalty for the use of powered winches: Agreement on the reduction of the penalty for winches assisted by Article 15 from 4% to 2%**
 - ➔ following (numerous) discussions in the Big Boats forum, it was agreed to lower the penalty for this configuration used exclusively by large units. The penalty is still significant, but the possible separation of the class should also reduce the handicap of very large units.
- **§13 - Pe in the case of a modification of the rigging configuration: taking into account for Pe, in the case of a modification of Ca since the origin for Vintage yachts, the average between the year of launching and the year of modification, limited to 1950 (and 1950 when there is a lack of information)**
 - ➔ this allows to take into account yachts that benefit from an age parameter Pe linked to the hull very favourable while the rigging configuration has been changed. This is already taken into account a little in the Co, the coefficient of authenticity, but this "double penalty" is a discreet incentive for a return to the original rigging configuration...
- **§12 – Abolition of the penalty Pv for the absence of interior accommodations when original following**
 - ➔ the observation that the absence of interior accommodations is very often the case for regatta class boats in their original configuration, and already taken into account in the coefficient Cb. On the other hand, the penalty continues to apply for boats that remove existing accommodations...
- **§22 - Minimum crew: Agreement to limit to "at least two, under the responsibility of the captain"**
 - ➔ a small cleaning of the text

- §23 - Identification of yachts: Agreement to have an identification by sail number, to be validated by the National Association.
→ to help our Race Committees...
- §17 – Division into classes: identification of the "Big Boats" class with a "Big racers" subcategory when possible, and to identify on an experimental basis a possibility of a "Cruisers" class.
→ As seen above

Application of the 2024 Rating

In addition to the adjustments to the regulation, some points of its application for 2024 were discussed:

- **Dismantling of pulpits, stanchions and lifelines:** some yachts choose to dismantle pulpits and lifelines for regattas in bays, it is reminded that it is not allowed a change of configuration of this type after the issuance of the rating certificate (on the other hand for a yacht rated without pulpit and lifelines, install them when the conditions require it is authorized). Special attention will be paid to the Co of Classic yachts by the Rating Committees regarding compliance with the original configuration.
- **Self-tailing winches:** a reflection is underway to standardize the practice of those with a configuration allowing the removal of the self-tailing part, to avoid the penalty on the Pv. In the meantime, it is confirmed that it is at least necessary to disassemble the finger of self-tailing and hide (even symbolically) the throat of self-tailing. It is planned to give time in transition for those who have to make their own proper adaptations.

Among the longer-term reflections, it is worth noting the collection of **sail measurement data** to allow a reflection on the more precise consideration of the surfaces, and on the position and characteristics of the battens. In particular, the characteristics of mainsail drop rings, which have been seen to increase in recent years on some yachts, will be studied.

eStela race tracking: this year, the CIM is renewing the availability to organizers and participants of this race tracking system based on mobile phone location.

In addition to being fun to follow the regattas live or replay, it allows the Race Committees to have important information (safety, or adaptation of the courses), and the Rating Commission to have detailed and reliable data... Thank you for making the (small) effort to allow fleet tracking!