



Modificative n°6 to CIM 2022-2025 rating regulation

Approved by the CIM Board of Directors
and by the General Assembly on April 4, 2025
following the proposal of the CIM Rating Committee of March 13, 2025

The following modifications and clarifications are applicable from 2025.

The modifications regard:

§3: Classic yachts

- Complements regarding yachts of production series and one-design

§11: Rating of sail, rig and original class

- Addition of definition of Spv
- Corrective on Spo calculation
- P measurement for gaff sail

§12: Equipment and fittings

- Adjustment of Pv for forestay and furling system
- Modificative of Pv for hull and superstructure with composite and of the definition of composite

§14: Authenticity and conformity

- Range of variation of Co for One-design
- Roach for gaff sail
- Battens for Bermudian sail

§15 Penalties and benefits

- Asymmetric spinnaker on a pool
- Use of sails type Big boy and Blooper for Classic IOR

Modified rating regulations

Art. 3 CLASSIC YACHTS

Modification to article 3.2:

“3.2 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.”

Art. 11 RATING OF SAIL, RIG AND ORIGINAL CLASS

11.2 add after “11.2 Calculation of the sail area”

“Spv is the addition of relevant sails area identified here-after.”

11.2.1 modified: *“front triangle: $0.3 Sp_o + 0.7 Sp_a$
for Sp_o : when a spinnaker type sail is not used
then $Sp_o = MAX(0,5 \cdot I \cdot J ; 0,83 Sp_a)$
otherwise $Sp_o = MAX[0,8 \cdot I \cdot MAX(J ; L_p) ; 0,83 Sp_a]$ »*

11.2.3 modified *“Gaff sails: $0,5 \cdot [E \cdot P + E_s \cdot (0,87 \cdot E + 0,5 \cdot P)]$
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 E_s is the usable length of the peak. A mark on the mast shall identify the upper position of P .”*

Note: consequently, the List of abbreviations is corrected as follow:

“ P = maximum usable length of the mainsail luff for bermudian sail, and measured on the sail for gaff sail (art.11.2)”

Art. 12 EQUIPMENT AND FITTINGS

Modified text for Forestay and Furling system:

*”Forestay: **

head foil with 1 groove 0,01

head foil with 2grooves 0,02

*Furling system: **

of jib, active 0,02

of jib, inactive but in its place 0,00

flying furling device 0,05

**: cumulative”*

Modified text for hull and superstructure with composite:

Replace:

”Superstructure: in composite material 0,10

Hull: with plastic no-structural covering 0,08
composite for Classic IOR 0.02”

By:

« Classic and Vintage- Superstructure with composite material

Use of composite with epoxy resin 0,04

Use of composite with polyester or vinylester resin 0,02

Classic and Vintage- Hull with composite material

Use of composite with epoxy resin 0,07

Use of composite with polyester or vinylester resin 0,04

Classic IOR - Superstructure with composite material

IOR series – monolithic fiberglass + polyester resin 0,00

IOR One off - monolithic fiberglass + polyester or vinylester resin 0,02

IOR Sandwich balsa + fiberglass + polyester resin 0,04

IOR Sandwich PVC + exotic fibre + vinylester resin or vacuum epoxy 0,06

Classic IOR – Hull with composite material

IOR series – monolithic fiberglass + polyester resin 0,00

IOR One off - monolithic fiberglass + polyester or vinylester resin 0,02

IOR Sandwich balsa + fiberglass + polyester resin 0,04

IOR Sandwich PVC + exotic fibre + vinylester resin or vacuum epoxy 0,06

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Are *considered* «composite materials» the materials having in their structural composition an association of *synthetic resin (polyester, vinylester or epoxy)* and of natural or synthetic fibres. *Plywood, and coating, primary and painting external to the hull, are not considered as «composite material.»*

Art. 14 AUTHENTICITY AND CONFORMITY

Article 14 is modified as follow:

“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 yacht replicas: from 0,95 to 1,20”*

Add at the end of paragraph 14.2:

“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.

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.”

Art. 15 PENALTIES AND BENEFITS

Add before last Alinea:

*“The use of asymmetrical spinnaker at the end of a spinnaker pool is allowed without penalty for a pool compliant to the certificate measurement.
The use of sails type Big boy and Blooper is authorized without penalty for the Classic IOR.”*