

**RULES**  
**FOR THE RATING AND RACING OF**  
**VINTAGE AND CLASSIC YACHTS**  
**2014-2017**  
**Text approved by the CIM Executive Committee**  
**and**  
**ratified by the Plenary Assembly**  
**on 18<sup>th</sup> December 2013**

**Alphabetical list of the abbreviations in the Rules**

|          |   |  |
|----------|---|--|
| APM      | = | allowance in seconds per nautical mile (art. 9)                            |
| B        | = | maximum beam (art. 6)  |
| Bj       | = | rated beam (art. 10)   |
| Bl       | = | waterline beam (art. 10)   |
| C        | = | penalties or allowance factor (art. 9)                                     |
| Ca       | = | rigging coefficient (art. 11.3)  |
| Cc       | = | correction coefficient (art. 10.3)   |
| Co       | = | authenticity and conformity coefficient (art. 14)                          |
| D        | = | geographical length of a race (art. 9)                                     |
| Dm       | = | distance between masts in schooners (art. 11.2)                            |
| E        | = | usable length of the boom (art. 11.2)                                      |
| Ef       | = | usable length of the peak and of the eventual top yard (art. 11.2)         |
| Es       | = | usable length of the peak (art. 11.2)                                      |
| F        | = | usable height of the gaff topmast and of the eventual top yard (art. 11.2) |
| Fa       | = | bow overhang (art. 10.1)   |
| Fb       | = | freeboard (art. 10.1)  |
| Fp       | = | stern overhang (art. 10.1)   |
| Hm       | = | maximum height of the main mast in schooners (art. 11.2)                   |
| Ht       | = | maximum height of the fore mast (art. 11.2)                                |
| I        | = | maximum height of the headsail halyard hook (art. 11.2)                    |
| J        | = | horiz. distance between mast and the furthest foresail tack (art. 11.2)    |
| La       | = | rig length (art. 11.1)   |
| Lp       | = | spinnaker pole length (art. 11.2)  |
| Ls       | = | rated length (art. 6)  |
| Lt       | = | hull length (art. 10.1)  |
| P        | = | maximum length of the mainsail luff (art. 11.2)                            |
| P1,2,3,4 | = | depth (art. 10.1)  |
| Pe       | = | age parameter (art. 13)  |
| Pmc      | = | average rated depth (art. 10.1)  |
| Pp       | = | bottom profile parameter (art. 10.2)                                       |
| Ps       | = | rated depth (art. 10.1)  |
| Pv       | = | equipment and fittings parameter (art. 12)                                 |
| R        | = | rating (art. 8)  |
| Sf       | = | sail area configuration coefficient (art. 8)                               |

Spc = rated sail area (art. 8)  
Spv = sail area (art. 11)  
Tc = corrected time (art. 9)  
Te = draft (certificate)  
TFC = time correction factor (art. 9)  
TL = time limit (art. 24)  
Tr = elapsed time (art. 9)

*NOTICE*

*These rules will be in effect from 2014 until 2017.*

*The rules may only be modified by a unanimous decision of the Rating Committee, successively ratified by the C.I.M. Executive Committee.*

**Art. 1 PREAMBLE**

This rule applies exclusively to monohull sailing yachts.

A sailing yacht is a vessel designed and built with sail as it's primary means of propulsion.

A yacht is a monohull when hull depth in any section does not decrease towards the centreline. Except for the classes of the International Rule or of the Universal Rule, yachts having a hull length of over 7,5 meters are admitted. Yachts of a shorter length must possess an integrally watertight hull to be admitted: a complete deck, with coach roof, windows, hatches and all other parts must form an integral, essentially watertight unit, and any openings in the deck shall be capable of being immediately secured to maintain this integrity, without limiting access below deck.

**Art. 2 VINTAGE YACHTS**

2.1 **Vintage Yachts** are those yachts built of wood or metal, launched before December 31<sup>st</sup> 1949, that conform to their original plans.

2.2 Yachts designed prior to December 31<sup>st</sup> 1949 and launched before December 31<sup>st</sup> 1952, are assimilated to the vintage yachts.

2.3 A **Vintage Yacht Replica** is a yacht that, irrespective of her launching date, was built in conformity to a design dated prior to December 31<sup>st</sup> 1949, using techniques and materials appropriate to the construction period.

**Art. 3 CLASSIC YACHTS**

3.1 **Classic Yachts** are those yachts built of wood or metal, launched before December 31<sup>st</sup> 1975.

3.2 Yachts built in production series are not admitted. Independent of the number of units manufactured, yachts built by just one yard or under an exclusive licensing agreement, with parts of said yachts obtained from unique moulds or models, and therefore interchangeable from one yacht to another, are considered as built in a production series.

3.3 A **Classic Yacht Replica** is a yacht that, independently from her launch date, was built in conformity to a design dated prior to December 31<sup>st</sup> 1975.

#### **Art. 4 CONFORMITY AND EXCLUSION**

4.1 All yachts must conform completely to their original designs, or eventually to an additional drawing of her designer.

4.2 For all yachts, the launch year and the conformity to the original plans are determined by official documentation.

4.3 If a yacht's original plans or documentation cannot be provided, conformity will be considered by a Technical Committee appointed by the National Association.

4.4 The standards for admittance are stated in the text of the Rules, nevertheless the CIM Rating Committee can decide the exclusion of a yacht:

- whose hull has suffered large transformations incompatible with her original conception and fulfilment,
- if the authenticity and conformity examination (see art. 14 «Co») leads to ascertain a lot of modifications, even aesthetic and especially if recent, wandering from the age of her launching.

#### **Art. 5 RATING CERTIFICATE**

5.1 The current rating rules have been set up to allow different vintage and classic yachts to participate in regattas with appropriate allowances.

5.2 Each yacht's rating will be determined by the Technical Committee of the National Association. Said committee will proceed with the measurement, determine the parameters, and assign the coefficients in accordance with the Rule and relevant Rating Instructions.

5.3 The technical committee of the National Association reserves the right to refuse the assignment of a rating and to modify said rating when found inappropriate or incorrect.

5.4 The rating certificates are issued by the National Association. They must be validated annually or renewed each time a yacht undergoes modifications or changes owner. A copy of the current rating certificate must always be on board the yacht. The issue of the rating certificate, its validation or its renewal are subject to a fee established by the National Association. The rating certificates are public and having paid duplication costs, are available to all.

#### **Art. 6 RATING ELEMENTS**

The rated elements are:

##### **6.1) measured dimensions:**

hull measures (Lt, Fa, Fp, B, Bl, P1, P2, P3, P4, Fb1, Fb2)  
maximum main mast height in schooners (Hm)  
maximum fore mast height (Ht)  
rigging measures (I, J, Lp, P, E, Es, F, Ef, Hm, Ht, Dm).

##### **6.2) calculated dimensions:**

sail area (Spv)  
sail area configuration (Sf)  
rated sail area (Spc)  
rated beam (Bj)  
rated length (Ls)  
amidships global depth (Pmc)  
rated depth (Ps)

##### **6.3) coefficients and parameters:**

bottom profile parameter (Pp)  
correction coefficient (Cc)  
rig coefficient (Ca)  
equipment and fittings parameter (Pv)  
age parameter (Pe)  
authenticity and conformity parameter (Co)

#### **Art. 7 UNITS OF MEASURE AND CALCULATION SYSTEM**

The units of measure and calculation are based on the decimal metric system and their calculation is algebraic.

#### **Art. 8 RATING**

The rating calculation is determined by the following formula:

$$R = \left[ 0,10 \times L_s \times \left( 0,24 + \frac{\sqrt{S_{pc}}}{\sqrt{B_j \times P_s}} \right) \times P_p + 0,36 \sqrt{S_{pc}} + 0,5 \right] \times C_a \times C_o \times C_c \times (1 + P_e + P_v)$$

where

$$L_s = L_t - 0,8(F_a + F_p)$$

$$S_{pc} = S_{pv} \cdot S_f$$

$C_o$  is the assigned coefficient according to Article 14.

The sail area configuration coefficient ( $S_f$ ) is determined by the following formula:

$$S_f = \frac{0,65 \times S_{pv} + 0,12 \times \left\{ \text{MAX}[I; (P + \text{MAX}[F \times 0,8; E_s \times 0,96])] \times 1,03 + 0,4; H_m \right\}^2}{S_{pv}} \times$$

#### Art. 9 ALLOWANCE

The allowance per nautical mile is calculated as follows (rounded to the tenth of second):

$$\text{APM} = (2160 : \sqrt{R \times 3.281}) - 258.2$$

Corrected time is calculated as follows:

**time on distance** (usual system):

$$T_c = (C \cdot T_r) - (\text{APM} \cdot D)$$

where:

$T_c$ : corrected time

$T_r$ : elapsed time

$C$ : penalties or allowances according to Article 15

$\text{APM}$ : allowance per nautical mile

$D$ : geographical length of the course

**time on time** (as an exception)

$$T_c = C \cdot T_r \cdot \text{TFC}$$

$$\text{TFC} = 0,172 \times (\sqrt{R} + 2,6)$$

#### **Art. 10 RATING ELEMENTS OF THE HULL**

When performing these measurements, the yacht must be «ready to sail» and all ground tackle must be shipped and sails either bent or placed abaft the main mast.

10.1 The hull length of a yacht ( $L_t$ ) will be measured to include the whole hull, but not spars or any other parts extending from the hull like the bowsprit, boomkin, pulpit, etc.

$L_t$  will be measured between the two vertical lines that pass through the foremost and the aftermost points of the hull or of the bulwarks (whether or not they are above or below deck level), including rubbing strakes if fitted, but excluding the rudder if mounted outboard.

The horizontal measurement of the overhangs ( $F_a$  and  $F_p$ ) will be taken between the vertical lines indicated above and the intersection of the hull with the water plane.

Beam ( $B$ ) will be measured as the maximum distance between two vertical lines intersecting a plane perpendicular to the centreline and tangent to the hull. Rubbing strakes, gunwales and sheer strakes are excluded from the measurement.

Rated beam ( $B_j$ ) is obtained as follows:

$$B_j = B - 0,2 \cdot (B - B_l)$$

Waterline beam ( $B_l$ ) is measured at the water plane.

Freeboard ( $F_{b1}$  and  $F_{b2}$ ) is measured from deck level to the water plane at  $3/4$  forward and  $1/2$  of  $L_s$ .

For  $P_1$ , depth is measured at  $3/4$  forward of  $L_s$  and at  $B_j/10$  from the centreline. For  $P_2$ ,  $P_3$ ,  $P_4$ , depth is measured at  $1/2 L_s$  and respectively at  $1/8 B_j$ ,  $1/4 B_j$  and  $3/8 B_j$  from the centreline.

Amidships global depth ( $P_{mc}$ ) will be reckoned as follows:

$$P_{mc} = 0,125(3P_2 + 2P_3 - 2P_4) + \frac{0,5P_4B_l}{B_j}$$

Rated depth ( $P_s$ ) will be reckoned as follows:

$$P_s = 1,3P_{mc} + 0,9P_1 + \frac{L_s + 0,9B_l}{30}$$

#### **10.2 Bottom parameter ( $P_p$ )**

According to the shape of the longitudinal profile of the hull, each yacht is considered as belonging to one of two fundamental types, as indicated below,

and consequently given a parameter in the rating formula and determined as follows:

#### **Type 1**

When the rudder is an extension on the lowest edge of the hull and the lowest edge of the centreline plane is:

|   |           |
|---|-----------|
| 1.1 straight in its forward segment and rectilinear inclined in its aft segment   | Pp = 0,94 |
| 1.2 straight in its forward segment and rectilinear horizontal in its aft segment | Pp = 0,96 |
| 1.3 straight in its forward segment and curves in its aft segment                 | Pp = 0,98 |
| 1.4 the forward segment is convex and rectilinear inclined in its aft segment     | Pp = 0,92 |
| 1.5 the forward segment is convex and rectilinear horizontal in its aft segment   | Pp = 0,94 |
| 1.6 the forward segment is convex and curves in its aft segment                   | Pp = 0,96 |
| 1.7 the forward segment is concave and rectilinear inclined in its aft segment    | Pp = 0,96 |
| 1.8 the forward segment is concave and rectilinear horizontal in its aft segment  | Pp = 0,98 |
| 1.9 the forward segment is concave and curves in its aft segment                  | Pp = 1,00 |

#### **Type 2**

When the rudder is separated from the centreboard or bulb.

$$Pp = 1,15 - \frac{2Pmc}{Ls}$$

10.3 For a yacht which cannot be rated satisfactory with the Rule, the C.I.M. Rating Committee may exceptionally correct her rating with a correction coefficient.

For all other yachts the correction coefficient is equal to 1,00.

#### **Art. 11 RATING ELEMENTS OF SAIL AREA**

11.1 Masts will be measured from the gooseneck's or boom parrel's lowest position to the highest point where the mainsail halyard shackle can be hoisted on Bermudan mainsails, or to the highest point where the gaff jaw can be hoisted for gaff mainsails, and from the deck to the highest point where the halyard shackles of all other bent sails can be hoisted.

The fore triangle will be measured from the forward side of the foremost mast to the farthest (including the bowsprit, if present) foresail tack. Spinnaker pole length will be also be measured.

On gaff schooners, both the distance between their mast's inner faces and the halyard shackle's maximum height will be measured. This will apply to all sails hung between the masts.

For Bermudan sails usable boom length will be measured, for gaff-headed sails the length of the peaks and of the gaff topmasts.



The rig's complete length ( $L_a$ ) is the distance between the vertical lines passing through the foremost headsail tack and the aftermost point of the stern or boomkin, if any.

### 11.2 Calculation of the sail area

Fore-triangle:  $0,5 \cdot I \cdot J$

where  $I$  is the maximum height of the jib head (including downwind sails) from the sheer-line and  $J$  is the horizontal distance between the mast and the foremost foresail tack or the spinnaker pole length if greater.

Bermudan mainsails:  $0,5 \cdot P \cdot E$

where  $P$  is the distance between the gooseneck's lowest position to the highest point where the mainsail halyard shackle can be hoisted, and  $E$  is the usable length of the boom.

Gaff sails:  $0,5 [E \cdot P + E_s \cdot (0,87E + 0,5P)]$

where  $P$  is the maximum distance 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.

Gaff top-sails  $0,25 \cdot E_f \cdot F$

where  $E_f$  is the usable length of the peak in case extended by a top yard and  $F$  is the usable length of the gaff topmast in case extended by a top yard or the distance between the highest point where the gaff jaw of the peak can be hoisted and the top (acorn) of the gaff topmast of the eventual top yard.

Foremast sails:  $0,46 \cdot D_m \cdot (H_m + H_t)$

where  $D_m$  is the distance between the masts,  $H_m$  is the maximum height of the halyard point of the main mast and  $H_t$  is the maximum height of the halyard point of the fore mast for the sails which can be hoisted between them, including off-wind sails.

### 11.3 Rig coefficient ( $C_a$ )

Each yacht will receive a coefficient according to her original class and her rig

|   | Bermudan | gaff |
|---|----------|------|
| Metric of 10 m class and superior, Olympic  | 1,16     | 0,95 |
| metric of 9 m class and inferior, yacht of the Universal Rule, Schären Kr. and similar              | 1,11     | 0,90 |
| metric C and transformed yacht of the Universal Rule, racer/cruiser inshore, NY 40, 30, Cal 32 etc. | 0,96     | 0,82 |
| Metric CR, cutter/sloop   | 0,89     | 0,78 |
| yawl  | 0,85     | 0,75 |
| ketch   | 0,75     | 0,65 |
| schooner  | 0,72     | 0,63 |

#### Art. 12 EQUIPMENT AND FITTINGS

The coefficient Pv will be obtained by summing the following factors:

|  |        |
|--|--------|
| sliding keel                                     | +0,02  |
| trim tab   | +0,07  |
| absence of propeller axis                        | +0,03  |
| propeller axis in centreline position            | 0,00   |
| propeller axis in lateral position               | - 0,01 |
| propeller(s) with folding or feathering blades   | 0,00   |
| propeller(s) with two solid blades               | - 0,02 |
| propeller(s) with three (or more) solid blades   | - 0,03 |
| absence of interior furniture                    | +0,03  |
| superstructures in composite material            | +0,10  |
| hull having a plastic no-structural covering     | +0,10  |
| alloy mast                                       | +0,07  |
| alloy boom with wooden mast                      | +0,07  |
| alloy spars with wooden mast                     | +0,02  |
| three-masts                                      | - 0,30 |
| square sails                                     | - 0,08 |
| furling headsail (except mobile furling)         | +0,09  |
| head foil forestay                               | +0,01  |
| head foil forestay with 2 grooves                | +0,02  |
| head foil forestay with inactive furling system  | +0,03  |
| Self-tailing winches                             | +0,02  |
| absence of winches                               | - 0,06 |
| boom in composite material                       | +0,30  |
| spin. boom and other spars in composite material | +0,20  |

Only wooden or metal masts are allowed.

Are «composite materials» the materials having in their structural composition an association of synthetic resin and of natural or synthetic fibres. A material constituted by glued lamellae or by plywood is not a «composite material».

Except for headsails, furling sails are not allowed.

**Art. 13 AGE PARAMETER**

According to the year of launching, each yacht will receive an age parameter in accordance with the table below:

|       |        |      |        |      |        |
|-------|--------|------|--------|------|--------|
| >1975 | 0,060  |      |        |      |        |
| 1975  | 0,060  | 1943 | -0,014 | 1911 | -0,119 |
| 1974  | 0,056  | 1942 | -0,016 | 1910 | -0,122 |
| 1973  | 0,052  | 1941 | -0,018 | 1909 | -0,125 |
| 1972  | 0,048  | 1940 | -0,020 | 1908 | -0,128 |
| 1971  | 0,044  | 1939 | -0,022 | 1907 | -0,131 |
| 1970  | 0,040  | 1938 | -0,025 | 1906 | -0,133 |
| 1969  | 0,038  | 1937 | -0,028 | 1905 | -0,135 |
| 1968  | 0,036  | 1936 | -0,031 | 1904 | -0,137 |
| 1967  | 0,034  | 1935 | -0,034 | 1903 | -0,139 |
| 1966  | 0,032  | 1934 | -0,037 | 1902 | -0,141 |
| 1965  | 0,030  | 1933 | -0,040 | 1901 | -0,143 |
| 1964  | 0,028  | 1932 | -0,043 | 1900 | -0,145 |
| 1963  | 0,026  | 1931 | -0,046 | 1899 | -0,146 |
| 1962  | 0,024  | 1930 | -0,049 | 1898 | -0,147 |
| 1961  | 0,022  | 1929 | -0,052 | 1897 | -0,148 |
| 1960  | 0,020  | 1928 | -0,055 | 1896 | -0,149 |
| 1959  | 0,018  | 1927 | -0,059 | 1895 | -0,150 |
| 1958  | 0,016  | 1926 | -0,063 | 1894 | -0,151 |
| 1957  | 0,014  | 1925 | -0,067 | 1893 | -0,152 |
| 1956  | 0,012  | 1924 | -0,071 | 1892 | -0,153 |
| 1955  | 0,010  | 1923 | -0,075 | 1891 | -0,154 |
| 1954  | 0,008  | 1922 | -0,079 | 1890 | -0,155 |
| 1953  | 0,006  | 1921 | -0,083 | 1889 | -0,156 |
| 1952  | 0,004  | 1920 | -0,087 | 1888 | -0,157 |
| 1951  | 0,002  | 1919 | -0,091 | 1887 | -0,158 |
| 1950  | 0,000  | 1918 | -0,095 | 1886 | -0,159 |
| 1949  | -0,002 | 1917 | -0,099 | 1885 | -0,160 |
| 1948  | -0,004 | 1916 | -0,103 | 1884 | -0,161 |
| 1947  | -0,006 | 1915 | -0,107 | 1883 | -0,162 |
| 1946  | -0,008 | 1914 | -0,110 | 1882 | -0,163 |
| 1945  | -0,010 | 1913 | -0,113 | 1881 | -0,164 |

|      |        |      |        |       |        |
|------|--------|------|--------|-------|--------|
| 1944 | -0,012 | 1912 | -0,116 | 1880  | -0,165 |
|      |        |      |        | <1880 | -0,165 |

The reference year for the assignment of  $P_e$  for gaff rigged yachts launched after 1923 (with the exclusion of their replicas) will be the average (rounded down) of the year of launching and 1923.

For the yachts launched prior to 1880  $P_e$  will be equal to - 0,165.

For replica and one-design yachts with specific construction regulations the parameter is given by the average (rounded down) of the design year and the launch year of each single yacht. The parameter will be limited to 1975.

The yachts of the classes of the International Rule or of the Universal Rule are not to be considered one-designs, therefore the age parameter will be based on launch year.

#### **Art. 14 AUTHENTICITY AND CONFORMITY ( $C_o$ )**

The  $C_o$  coefficient allows for an evaluation of a yacht's degree of conformity to her original design and construction.

The original plans showing the yachts hull and rig at the moment of her launch will be used as the benchmark for determining the coefficient. Modifications to hull and rig may be taken into consideration, especially if conceived by the original designer; nevertheless, the more recent the modification, the greater the decrease in authenticity.

The  $C_o$  will be determined by the analytic evaluation of the three following areas, in order of decreasing importance:

- deck and hull (materials and hardware, equipment)
- spars, rigging, fittings
- interior accommodations and equipment

An evaluation of the original materials state of preservation, restoration, or reconstruction will also be applied to all areas.

The variable value range of the  $C_o$  is assigned as follows:

- vintage yachts: from 0,90 to 1,10
- vintage yacht replicas: from 0,95 to 1,20
- classic yachts launched before 1960: from 0,92 to 1,10
- classic yachts launched after 1960: from 0,95 to 1,10
- classic yacht replicas: from 0,92 to 1,20

In determining the  $C_o$ , availability of documentation that allows the yacht to be compared to her original design will permit a more accurate evaluation. This documentation should be based primarily on the original drawings of the yacht,

but may be also drawn from historical evidence: literature, periodicals, photographs, or owners archives.

#### **14.1 Hull, deck and related equipment**

The relevant items are:

- Hull and keel dimensions, shape and materials
- Structure: position and distance of frames and knees
- Size and type of planking and of its linking
- Deck lay-out, materials, rudder and equipment

The following are allowed:

- Steel welding of a hull that was originally riveted
- Engine installation
- A plywood layer between deck beams and carlings on rebuilt decks
  - Navigation and security instrument installation, particularly provided their good integration with the original lay-out.

#### **14.2 Rigging, sail plan and fittings**

The relevant items are:

- Mast and spar dimensions, shape and materials
- Sails and running rigging
- Standing rigging and fittings

The following are allowed:

- Replacement of a solid mast with a hollow one
- Polyester or polypropylene lines
- Dacron or nylon sails
- Signalling or security instruments

#### **14.3 Interior accommodations and equipment**

As a general rule conformity with the original design will be the prime factor in evaluation, nevertheless interior accommodations may differ from the original to comply with modern comfort and safety requirements, but they must respect the original style, conception and materials used.

#### **Art. 15 PENALTIES AND ALLOWANCES**

The yacht which has used sails from the list below will be either penalized or awarded an allowance, in percentage of elapsed time:

| VINTAGE YACHTS   |           |                              |
|--|-----------|------------------------------|
|  | mainsails | headsails and off wind sails |
| cotton sails   | -2%       | -2%                          |
| Dacron, nylon and pentex fabric sails  | 0         | 0                            |
| sails manufactured with panels using laminated, inextensible and undeformable materials such as: laminated dacron, mylar scrim, composed fibres of the type sandwich, spectra, vectran, dynema, hydranet | 8%        | 5%                           |
| «hi-tech» sails manufactured with or without panels or using fibres different from those mentioned above (kevlar, twaron, PBO or carbon for example)   |           | <b>NO ALLOWED</b>            |
| different cuts from those used at the time of the launching  | 4%        | 3%                           |
| fully battened sails   |           | <b>NO ALLOWED</b>            |
| no use of off wind sail or use of an off wind sail (type balloon-jib) with tack point ahead of the mast and sheet point fixed to a pole  |           | -2%                          |
| use of off wind sails with the halyard point higher than the original one  |           | 3%                           |
| use in the race of motorized winches   |           | 4%                           |

| CLASSIC YACHTS   |           |                              |
|--|-----------|------------------------------|
|  | mainsails | headsails and off wind sails |
| Dacron, nylon and pentex fabric sails  | 0         | 0                            |
| sails manufactured with panels using laminated, inextensible and undeformable materials such as: laminated dacron, mylar scrim, composed fibres of the type sandwich, spectra, vectran, dynema, hydranet | 5%        | 5%                           |
| «hi-tech» sails manufactured with or without panels or using fibres different from those mentioned above (kevlar, twaron, PBO or carbon for example)   |           | <b>NO ALLOWED</b>            |
| different cuts from those at the time of the launching   |           | <b>ALLOWED</b>               |
| fully battened sails   |           | <b>NO ALLOWED</b>            |
| use in the race of motorized winches   |           | 4%                           |

A sail is fully battened when at least two battens extend throughout its width.

For vintage yachts, different cuts from those used at the time of launching are considered as those that are not horizontal, vertical or crossed.

#### **Art. 16 GENERAL RULES**

16.1 According to the general spirit and specific nautical heritage of the vintage and classic yachts, the C.I.M. stipulates the following rules in addition to the ISAF rules and the specific regulations established by national authorities.

16.2 The organizing clubs, skippers and owners will be subject to these rules, except for Articles 15, 17, 18, 19, 20, 21, 22, 23, 24 and 25, which can be amended by the race instructions.

16.3 Skippers or owners must ensure that their crews are qualified for the handling of such yachts; they are solely responsible for their choices.

16.4 Only recognised C.I.M. technical committee agents are deemed competent, for both their specific technical and historical expertise, to deal with rating and verifying vintage and classic yachts.

16.5 The National Association which issues the rating certificates is in each country the only competent with these and at least one of its measurers must be always included in the rating committees of the regattas where are applied these Rules.

#### **Art. 17 CLASS DIVISIONS**

With the exclusion of yachts 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).

No general scoring (OVERALL) will be published.

The minimum number of yachts per each class is three.

If the number of registered yachts in one of the vintage and classic categories is less than three, they will be regrouped. Replicas of vintage and classic yachts will race in separate classes, but if the number of entered yachts is less than three, they will be regrouped with their category of reference.

#### **Art. 18 COURSES**

There are three different types of regattas for vintage and classic yachts.

They are:

18.1 - Type A (Blue water regatta)

The blue water regatta is composed of a course that may extend to more than 20 nautical miles from the coast, and that may include sailing after sunset.

#### 18.2 - Type B (Short regatta)

The short regatta is composed of a course that may not extend beyond 20 nautical miles from the coast, and that will normally end before sunset.

#### 18.3 - Type C (Coastal regatta)

The coastal regatta is composed of day sailing no farther than 5 nautical miles from the coast.

The organising committee will indicate the course type for each regatta.

A yacht must conform to the minimum safety rules provided by the organising committee or considered necessary by the race committee to gain admission to the regatta.

#### **Art. 19 RACE RULE VIOLATIONS**

If the Protest Committee (or Jury) considers that the rules have not been respected, a penalty of 2%, 5%, or 10% over elapsed time, or an eventual disqualification, may be assigned. The decisions of the Protest Committee are final and cannot be appealed.

#### **Art. 20 DECLARATION OF OBSERVANCE**

Upon arrival each yacht must submit a written declaration to the organisation committee stating that all rules have been complied with. This declaration must include the yacht's finish time in hours, minutes and seconds. Any delay in submitting this declaration may lead to a penalty.

#### **Art. 21 NIGHT SAILING**

From sunset to sunrise, or within the hours specified in the race instructions, the International Regulation to Prevent Collisions at Sea will replace the rules of ISAF, and during this period the yachts will have to display navigation lights which must be placed in such a way that they are not masked by the sails. During the blue water regatta (type A) the yachts are required to have on board emergency lights, or a signalling light with a visible range of over 5 nautical miles.

#### **Art. 22 MINIMUM CREW**

Except for the yachts measured according to the International and Universal Rules and One-designs that must respect their specific class regulations, the minimum number of crew members is established as follows:

yachts over 20 m Lt: 8  
yachts over 15 m Lt: 6  
yachts over 10 m Lt: 4



yachts under 10 m Lt: 3

**Art. 23 CREW LIST**

Before the start of a regatta or a series of regattas, the Captain of each yacht or his representative must submit the complete crew list to the Organisation Committee. All members of said crew must satisfy their National Authority's requirements for participation in such an event. Any guests carried on board remain under the full and entire responsibility of the Captain of the yacht, relieving the Organisation Committee from any liability.

**Art. 24 TIME LIMIT**

For Type A and B regattas, the time limit for each yacht is given by the formula:

$$TL = (APM + 1500) \cdot D$$

where:

APM is the allowance in seconds per nautical mile,

D is the geographical length of the circuit.

If the sailing instructions do not foresee any time limit, a Type C regatta will follow the instructions established for Type A and B regattas.

**Art. 25 ABANDONEMENT**

Any yacht abandoning a race, for whatever reason, must inform the Organisers as soon as possible and observe any further conditions stated in the sailing instructions. Please note that any infraction to this rule may cause a penalty to be applied by the competent National Authority, notwithstanding any sanctions already assigned by the Protest Committee (or Jury).

The yacht must fly the signal flag «N» of the international code.

**Art. 26 RESPONSABILITY**

(ISAF Rule N°4)

«Each yacht is given the choice under its sole responsibility to decide whether or not to start or to continue racing».

The competitors participate in the races at their own risk and under their own responsibility. The organisers will not be held responsible for damages suffered by persons or things, on land as well as at sea, in consequence of a yachts' participation in the regattas.

Captains are reminded that they are personally responsible for any damage to persons and things that can happen to their yacht or their crew. For this reason they must ascertain the existence of all necessary insurance to cover all entailed risks, including those involving third parties. It is the responsibility of the captain or of the owner to judge, based on the competence and training of his crew,

the force of the wind, the sea state, the weather forecast, etc., whether or not to take part in any scheduled races.

The Protest Committee can disqualify a sailor from any further participation in the scheduled races for misbehaviour or bad sportsmanship. The Committee may also apply any disciplinary sanctions. This ruling applies not only for the actual races but also ashore for the duration of the event.

The Captain is responsible for the behaviour of his crew, and sanctions can also be taken against him, in addition to any sanctions already applied, up to and including disqualifying the yacht for the current race.

**Art. 27 DISPUTES**

In case of disputes regarding the interpretation of the current regulation, the French text will prevail.

**Definition  
of  
«Spirit of tradition»**

The «Spirit of Tradition» category will include the following yachts:

- vintage or classic yachts, who, due to the suffered alterations, cannot be rated according to the «C.I.M. Rules for the Rating and Racing of Vintage and Classic Yachts».
- yachts built since 1970 using modern techniques and materials which have a look and style imbued with a traditional vintage or classic design.

Their admission shall be submitted to the C.I.M. Rating Committee (directly or by the means of a National Association) and, upon agreement of this body, they will be admitted to participate to Vintage and Classic festivals, but in a separate category and with separate scoring.

Each yacht must in any case be in possession of a valid IRC Certificate or in Spain of a RI Certificate.