RULES

FOR THE RATING AND RACING OF VINTAGE AND CLASSIC YACHTS 2010-2013

Text approved by the CIM Executive Bureau on 12th November 2009 and ratified by the Plenary Assembly on 5th February 2010

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)
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)
TFC	=	time correction factor (art. 9)
TL	=	time limit (art. 24)
Tr	=	elapsed time (art. 9)

NOTICE

These rules will be in effect from 2010 until 2013.

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

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 31st 1949, that conform to their original plans.

2.2 Yachts designed after January 1st 1946 and prior to December 31st 1949, but launched before December 31st 1952, are assimilated to the vintage yachts if the National Association Certificate of Rating so considers.

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 31st 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 31st 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 31st 1975.

The authenticity coefficient (art. 14) is assigned according to the criteria set for replica yachts, but the age parameter (art. 13) is calculated by the launch year.

Art. 4 CONFORMITY

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 can exceptionally be established by a Technical Committee appointed by the National Association.

4.4 Any modification, even aesthetic and especially if recent, which alters the original design, will penalise the yacht and could lead to the yacht being banned from her category.

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. In the case of parameter or coefficient modifications introduced by the C.I.M., the National Association will renew all the issued certificates automatically and free of charge.

Art. 6 RATING ELEMENTS

The rated elements are:

a) **measured dimensions:**
- hull length (**Lt**)
- bow and stern overhangs (**Fa** and **Fp**)
- maximum beam (**B**)
- rated beam (**Bj**)
- waterline beam (**Bl**)
- hull depth (**P1,P2,P3,P4**)
- freeboard (**Fb**)
- maximum main mast height in schooners (**Hm**)
- maximum fore mast height (**Ht**)
- rigging and position of the masts.

b) **calculated dimensions**:
- sail area (**Spv**)
- rated sail area (**Spc**)
- rated length (**Ls**)
- average overall depth (**Pmc**)
- rated depth (**Ps**)

c) **coefficients and parameters**:
- bottom profile parameter (**Pp**)
- correction coefficient (**Cc**)
- sail area configuration (**Sf**)
- 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:

$$R = \left[0{,}10 \cdot Ls \cdot \left(0{,}24 + \frac{\sqrt{Spc}}{\sqrt{Bj \cdot Ps}} \right) \cdot Pp + 0{,}36\sqrt{Spc} + 0{,}5 \right] \cdot Ca \cdot Co \cdot Cc \cdot (1 + Pe + Pv)$$

where
Ls = Lt – 0,8(Fa + Fp)
Spc = Spv · Sf
Co is the assigned coefficient according to Article 14.

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

$$Sf = \frac{0{,}65 \cdot Spv + 0{,}12 \cdot \left\{ MAX\left[I; (P + MAX[F; Es \cdot 0{,}96]) \cdot 1{,}03 + 0{,}4; Hm \right] \right\}^2}{Spv}$$

Art. 9 ALLOWANCE

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

$$\text{APM} = (2160 : \sqrt{\text{R} \cdot 3.281}) - 258.16938$$

Corrected time is calculated as follows:
time on distance (usual system):
Tc = (C · Tr) – (APM · D)
where:
Tc: corrected time
Tr: elapsed time
C: penalties or allowances according to Articles 15 and 17
APM: allowance per nautical mile
D: geographical length of the course

time on time (as an exception, which shall be every time authorized by the C.I.M. Technical Committee)

Tc = C · Tr · TFC

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

Art. 10 RATING ELEMENTS OF THE HULL

10.1 The hull length of a yacht (Lt) 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.

Lt 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 (Fa and Fp) will be taken between the vertical lines indicated above and the intersection of the hull with the water plane. When performing this measurement, all ground tackle must be shipped and sails either bent or placed abaft the main mast.

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.

For the yachts having an old valid rating certificate (Metric, RORC, IOR, etc.) the measures of Lt and B will be these of the certificate rounded to the centimetre.

Rated beam (Bj) is obtained as follows:

$$Bj = B - 0{,}2 \cdot (B - Bl)$$

Waterline beam (Bl) is measured at the water plane with all ground tackle shipped and sails either bent or placed abaft the main mast.

Freeboard (Fb) is measured from deck level to the water plane.

For P1, depth is measured at 3/4 forward of Ls and at Bj/10 from the centreline. For P2, P3, P4, depth is measured at 1/2 Ls and respectively at 1/8 Bj, 1/4 Bj and 3/8 Bj from the centreline.

Average rated depth (Pmc) will be measured as follows:

$$Pmc = 0{,}125(3P2 + 2P3 - 2P4) + \frac{0{,}5P4Bl}{Bj}$$

Rated depth (Ps) will be measured as follows:

$$Ps = 1{,}3Pmc + 0{,}9P1 + \frac{Ls + 0{,}9Bl}{30}$$

10.2 Bottom parameter (Pp)

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 oh 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 and when between the intersection of the axis of the rudder post and the stem with keel, the lower edge of the hull's centreline plane is straight or convex with a rise compared to the waterline length:

>7,5%	**Pp = 1,05**
<7,5%	**Pp = 1,10**

When official plans, or others plans reliably corresponding to the official ones, are available the profile will be determined by comparing the aforementioned plans with the reference profiles drafted in the Rating

Instructions. Otherwise the hull measurements will be taken according to said Instructions and then compared.

10.3 For yachts which cannot be rated satisfactory with the Rule, the C.I.M. Technical Committee may correct her rating with a correction coefficient. A penalty can be specifically applied to the yachts conceived for the IOR (designed after January 1st 1971 and having hull of type 2).

To the yachts having a plastic waterproofing covering is given a correction coefficient of 1,10.

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 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 (La) is the distance between the vertical lines passing through the foremost headsail tack and the aftermost point of the stern or boomkin, if any.

For the yachts having an old valid rating certificate (Metric, RORC, IOR, etc.) the measures of I, J (and pole), P and E will be these of the certificate rounded to the centimetre.

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: $0,5\ [E \cdot P + Es \cdot (0,87E + 0,5P)]$

where P is the maximum distance between the gooseneck and the gaff jaw, E is the usable length of the boom, and Es is the usable length of the peak.

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

where Ef 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: $0,46 \cdot Dm \cdot (Hm + Ht)$

where Dm is the distance between the masts, Hm is the maximum height of the halyard point of the main mast and Ht 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 (Ca)

Each yacht will receive a coefficient according to her rig

	bermudan	gaff
metric of 10 m class and superior, yacht of the Universal Rule of P class and sup., Olimpic	1,16	0,95
metric of 9 m class and inferior, yacht of the Universal Rule of Q class and inf., 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
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
alloy mast	+0,07
alloy boom with wooden mast	+0,07
three-masts	- 0,30
square sails	- 0,08
furling headsail (except mobile furling)	+0,09
head foil forestay	+0,01
head foil forestay with inactive furling system	+0,03
Self-tailing or motorized 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	0,045	1943	-0,014	1911	-0,128
1974	0,044	1942	-0,016	1910	-0,132
1973	0,043	1941	-0,018	1909	-0,136
1972	0,042	1940	-0,020	1908	-0,139
1971	0,041	1939	-0,022	1907	-0,142
1970	0,040	1938	-0,025	1906	-0,145
1969	0,038	1937	-0,028	1905	-0,148
1968	0,036	1936	-0,030	1904	-0,150
1967	0,034	1935	-0,032	1903	-0,152
1966	0,032	1934	-0,034	1902	-0,153
1965	0,030	1933	-0,036	1901	-0,154
1964	0,028	1932	-0,038	1900	-0,155
1963	0,026	1931	-0,041	1899	-0,156
1962	0,024	1930	-0,044	1898	-0,157
1961	0,022	1929	-0,047	1897	-0,158
1960	0,020	1928	-0,050	1896	-0,159
1959	0,018	1927	-0,054	1895	-0,160
1958	0,016	1926	-0,058	1894	-0,161
1957	0,014	1925	-0,062	1893	-0,162
1956	0,012	1924	-0,066	1892	-0,163
1955	0,010	1923	-0,070	1891	-0,164
1954	0,008	1922	-0,075	1890	-0,165
1953	0,006	1921	-0,080	1889	-0,166
1952	0,004	1920	-0,085	1888	-0,167

1951	0,002	1919	-0,090	1887	-0,168
1950	0	1918	-0,095	1886	-0,169
1949	-0,002	1917	-0,100	1885	-0,170
1948	-0,004	1916	-0,105	1884	-0,171
1947	-0,006	1915	-0,110	1883	-0,172
1946	-0,008	1914	-0,115	1882	-0,173
1945	-0,010	1913	-0,120	1881	-0,174
1944	-0,012	1912	-0,124	1880	-0,175

The reference year for the assignment of Pe 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 replica yachts launched after 1975, Pe will be equal to 0,045 increased by 0,001 for each year after launch and 1975.

For the yachts launched prior to 1880 Pe will be equal to - 0,175 decreased by 0,001 for each year after launch and 1880.

For 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 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 (Co)

The Co coefficient allows for an evaluation of the yacht's degree of conformity to her original design and construction; hull (deck, original waterline, construction materials included), rigging and interior accommodations will all be considered.

For each category of yacht, the Co is assigned by factoring in hull, rigging and interior aspects. The following descriptions give an indication of how the Co will be attributed for the different categories.

Vintage yachts

14.1.1 A vintage yacht will be considered as authentic and will receive a coefficient of 0,90 if she has had no material replacements except for: metallic joints, fittings, planking, and principal on-board mechanics (provided that the parts replaced have been rebuilt with the same design and materials used originally).

14.1.2 A vintage yacht on which, apart from the exclusions indicated above, restoration work has been done but limited to the substitution of a small number of elements and parts, will receive a coefficient of 0,93.

14.1.3 A vintage yacht on which, apart from the exclusions indicated above, restoration work has been done in accordance to the original plans or in exact conformity with plans and profiles of its own period and where the replacement of parts or elements is in any case not over one-fifth of the whole, will receive a coefficient of 0,95.

14.1.4 A vintage yacht that, apart from the exclusions indicated above, has undergone major restoration work and substitutions, without spoiling her original aspect, will receive a coefficient of 0,96

14.1.5 A vintage yacht that, apart from the exclusions indicated above, has undergone partially new changes in the interior restoration, but in conformity with her original aspect, will receive a coefficient of 0,97.

14.1.6 A vintage yacht that has undergone extensive interior and exterior restoration work, but in conformity with her original aspect, will receive a coefficient of 1,00.

14.1.7 A vintage yacht that has undergone interior or exterior restoration work, modifying her original aspect, will receive a coefficient of 1,03.

14.1.8 A vintage yacht that has undergone interior or exterior restoration work, significantly modifying her original aspect, will receive a coefficient of 1,04.

14.1.9 A vintage yacht that has undergone interior or exterior restoration work, greatly modifying her original aspect, will receive a coefficient of 1,05.

14.1.10 A vintage yacht that has undergone interior or exterior modifications and replacements incompatible with her original aspect, will receive a coefficient of 1,06.

14.1.11 A vintage yacht that has undergone inadequate and unsuitable modifications, will receive a coefficient of 1,07.

14.1.12 A vintage yacht that has undergone inadequate, incompatible and badly finished modifications, will receive a coefficient of 1,10.

Classic Yachts

14.2.1 A classic yacht launched before December 31st 1959 will be recognized as authentic if she has had no material replacements except for metallic joints, fittings, planking, and principal on-board mechanics (provided that the parts replaced have been rebuilt with the same design and materials used originally). Such yacht will receive a coefficient of 0,92.

14.2.2 A classic yacht launched before December 31st 1959 on which, apart from the exclusions indicated above, restoration work has been done but limited to the substitution of a small number of elements and parts, will receive a coefficient of 0,94.

14.2.3 A classic yacht launched before December 31st 1959 on which, apart from the exclusions indicated above, restoration work has been done in accordance to the original plans or in exact conformity with plans and profiles of its own period and where the replacement of parts or elements is in any case not over one-fifth of the whole, will receive a coefficient of 0,95.

14.2.4 A classic yacht launched after December 31st 1959 that has not undergone any modifications or innovations, neither internally nor externally, and has conserved her original aspect, will receive a coefficient of 0,95.

14.2.5 A classic yacht launched after December 31st 1959 on which, apart from the exclusions indicated above, restoration work has been done in accordance to the original plans or in exact conformity with plans and profiles of its own period and where the replacement of parts or elements is in any case not over one-fifth of the whole, will receive a coefficient of 0,98.

14.2.6 A classic yacht that has undergone interior or exterior restoration work, modifying her original aspect, will receive a coefficient of 1,00.

14.2.7 A classic yacht that has undergone interior or exterior restoration work, significantly modifying her original aspect, will receive a coefficient of 1,05.

14.2.8 A classic yacht that has undergone inadequate, incompatible and badly finished modifications, will receive a coefficient of 1,10.

Replicas of yachts

Replicas are yachts built recently but conforming to period designs. To be classified as a replica, the detailed original designs must be available and a high degree of conformity to them must be demonstrable.

The hull must respect the lines (including waterlines), type of construction and structure of the original project. Different materials from what were established in the original design, such as nails, screws and other metallic structural elements, are allowed for, provided that the specific weight of the materials used is equal to or heavier than the original.

For wooden materials, non-original types of wood are admitted provided that their respective specific weight is equal to or heavier than the original. When butting or joining planking, different systems (such as the glued dovetail joint and gluing by means of wooden spines between the seams instead of caulking) are allowed; reconstruction of the deck with a plywood layer under the strakes is also permitted, as is the use of modern glues.

Steel welding of a hull originally riveted is allowed, as well as the use of steel instead of bronze.

For the rig, the sail plan must be as close as possible to the original design, or at the most to a later sailplan from the original designer.

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.

14.3.1 A replica of a yacht will be considered as such and will receive a coefficient of 1,00 when she has been built in strict conformity to the original designs and using original materials and technologies.

14.3.2 A replica of a yacht built in strict conformity to the original plans using original materials but technologies slightly different from the ones of her period, will receive a coefficient of 1,05.

14.3.3 A replica of a yacht built in conformity to the original plans but using technologies and materials slightly different from the original ones or having interior accommodations slightly altered though respecting their original style, will receive a coefficient of 1,10.

14.3.4 A replica of a yacht built closely to her original plans but using technologies and materials only slightly different from the original, and with slightly altered interior accommodations, deck and sail plans, will receive a coefficient of 1,15.

14.3.5 A replica of a yacht built closely to her original plans but using technologies and materials different from the original, with interior accommodations altered without respecting the period style, and with deck and sail plans altered though respecting their original concept, will receive a coefficient of 1,20.

Art. 15 PENALTIES AND ALLOWANCES

15.1 Yachts competing in a regatta or a series of regattas may have their elapsed time increased by the Technical Committee of the National Association both for a yacht's unshipshape appearance or use of penalized sails as described below.

15.2 A yacht in a poor state of interior and exterior maintenance will receive a penalty varying from 1 to 10% of her elapsed time. This penalty will be

entered on her rating certificate and will be removed, after examination by the Technical Committee of the National Association, when said yacht is again deemed shipshape.

15.3 A yacht that has installed inadequate or incorrect equipment will receive a penalty varying from 1 to 10% of her elapsed time. This penalty will be entered on her rating certificate and will be removed, after examination by the Technical Committee of the National Association, when said yacht is again deemed in conformity to the rules.

15.4 A yacht that has received two penalties under the present rules will find its rating certificate invalidated for a year following a third offence.

15.5 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 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%
sails manufactured with or without panels or using fibres different from those mentioned above (kevlar, twaron, PBO or carbon for example)	**NO ALLOWED**	
different cuts from those used at the time of the launching	4%	3%
fully battened sails	**NO ALLOWED**	
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
dacron 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%
sails manufactured with or without panels or using fibres different from those mentioned above (kevlar, twaron, PBO or carbon for example)	**NO ALLOWED**	
different cuts from those at the time of the launching	**ALLOWED**	
fully battened sails	**NO ALLOWED**	
use in the race of motorized winches	4%	

A sail is fully battened when at least two battens extend throughout it's width.

For vintage yachts, different cuts from those used at the time of launching are considered as those that are not horizontal, vertical or combined in a line bisecting the clew angle.

This table does not apply to the yachts of the classes of the International Rule or of the Universal Rule when racing as a separate class.

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 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 soley 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:

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.

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.

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 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 accertain 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.

ANNEXE

SPECIAL RULES FOR METRIC CLASS YACHTS

A1 A metric class yacht must conform to these rules in order to be admitted to the regattas specifically reserved for these classes. For these regattas the «time on time» system will be used, with allowances and penalties expressed in percentage of the elapsed time.

A2 The yacht's hull, deck, equipment, any appendages, and the construction technique as well as materials, must comply with the plans of said yacht.

A3 Any major differences from the original design, except those discussed below, will disqualify the yacht from the metric class regattas.

A4 Different materials from what were established in the original design, such as nails, screws and other metallic structural elements, are allowed for, provided that the specific weight of the materials used is equal to or heavier than the original.

For wooden materials, non-original types of wood are admitted provided that their respective specific weight is equal to or heavier than the original.

A5 When butting or joining planking, different systems (such as the glued dovetail joint and gluing by means of wooden spines between the seams instead of caulking) are allowed; reconstruction of the deck with a plywood layer under the strakes is also permitted, as is the use of modern glues and laminated structures.

A6 Any other difference regarding the manufacturing systems and materials used will disqualify the yacht from the regattas reserved to metric classes (J1).

A7 For propulsion, bilge-water pumps, electrical generators, etc., normal on-board machinery is allowed without penalty, even if not present in the original plans.

A8 Percentage penalties will be given for the following uses, dispositions and installed equipment:

Planking with wooden materials lighter than the original	0,50%
Structure layout different from the original	0,50%
Internal furniture with a different style from the original and not consistent with the period of construction	0,50%
Internal layout different from the original design but consistent with the original disposition and number of cabins	0,25%
Deck layout and superstructures different from the original design	1,00%
Different shape and construction materials of skylights and companionways from the original or from the ones in use in the period of construction	0,50%
Sheaves and blocks and cleats of different design and material from the models in use in the period of construction	0,25%
Winches different from the ones in use in the period of construction and exceeding the number of the original design	0,50%
Sheets and halyards made of inextensible fibres	0,25%
Tracks and travellers not foreseen in the original deck layout and different from the types in use in the period of construction	0,50%
Installation of permanent pulpits and guardrails	0,25%
Standing rigging (cables and bottle screws) of materials and types following the period of construction of the yacht	0,25%
Mast and boom of a different material from the one of the original design	1,00%
Poles of a different material from the original design	0,50%

A9 The use of new high-tech technology to manufacture highly inextensible and non-deformable fibres for sails is not allowed. With a penalty between 0,25% and 1,00%, the National Association Technical Committee may permit the use of such sails, on condition that these are made out of used sails.

A10 The yachts of the 12m I.R. class are divided into three categories, each of them having different advantages:

1st category:

yachts launched between 1907 and 1922 designed according to the 1st version of the rating Rule and with gaff rig 15%

2nd category:

yachts launched between 1923 and 1958 and with Bermudan rig 2%

3rd category:

yachts launched between 1959 and 1970 0%

A11 These rules (except A10) will also be applied to one-design class yachts.

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. However, they may have modern bottoms and appendages and use modern technology in their rigs.

Their admission shall be submitted to the C.I.M. Technical 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.

(*Text approved by C.I.M. Plenary Assembly of 24th November 2000)*