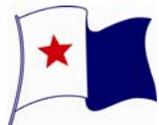


CHALLENGE CLASSIQUE ATLANTIQUE JAUGE CLASSIQUE 2010

In collaboration with :



Clubs that organize
CCA races use the
Jauge Classique :



JAUGE CLASSIQUE PRESENTATION

The Jauge Classique has been designed fifteen years ago to be used for classique yacht races and in particular for those of the Challenge Classique Atlantique. Year after year, it has been evolving under the control of a handicap committee to take into account the preceding year race results while staying compliant to its first specification :

- based on self-declaration by the yacht owner
- transparent, i.e. the formula if not secret
- free certificate
- free of use
- designed to allow an overall and unified scoring even in case of highly heterogeneous fleets,
- encouraging yacht owners and crews to maintain yachts as close as possible from their original state, while integrating new solutions that bring real enhancements in terms of safety, comfort and maintenance.

More and more classic regatta organizations adopted this handicap and in 2010, it can be said that almost all regatta organized in the French Atlantic and Channel coasts use it.

Main 2010 enhancements are :

- . removal of the super penalty for hanging rudders.
- . tuning of the penalty for rudders separated from the keel
- . tuning of the penalty for racing classes, day-boats and open boats
- . taking into account the design year - not just construction - or reconstruction – year of the hull.

For sure, this handicap is not perfect. How a mathematical formula could fairly compare performances of so different yachts separated by decades of innovations ?

But, with the experience and shipowners comments, we keep it evolving by small touches.

Jauge CLASSIQUE

2010 Edition

2010 edition enhancements are in red

1. Rating

$$R = \frac{L \times \sqrt{S}}{6 \times 3 \sqrt{D}}$$

Where L = 0,5x(LWL+LOD) in metres.

S = (Mainsail Area + Foresail area or Mizzen area or Wishbone area or Jigger sail area + Gaff topsail area) + Ax(Sforesails) + (1-A)x(Sdownwindsails) in square metres, with A = 0,5 (the principle is that during a season there will be as much reaching as downwind courses)

Sforesails = maxi (Genoa area or High cut jib area + Staysail area or flying jib area + Jib area + Staysail area)

Sdownwindsails = maxi (Spinnaker area or Gennaker area or Sforesails in case no spinnaker or gennaker)

LOD Length over Deck in metres

LWL Length Water Line in metres

D Displacement in tons

2. Correcting factors C = C1 + C2 + C3 + C4 + C5 + C6 + C7 + C8

. C1 Rigging type (extract of the complete table) :

bermudian sloop / cutter	1,000
gaffer/gunter cutter or sloop gaffer	0,980
Bermudian yawl	0,980
gunter yawl	0,965
gaffer yawl	0,940
bermudian / wishbone ketch	0,960
bermudian / wishbone schooner	0,940
bermudian catboat:	0,900
Topsail schooner / gaffer ketch	0,850

. C2 Hull type :

drop keel	- 0,050
long keel (straight and long)	- 0,050
classic keel (with garboard strake)	0,000
set-in keel (with no garboard strake)	0,050

separate rudder (this characteristic can be added to previous ones) 0,150

. C3 Sails :

For mainsails and jibs, only polyester panels is admitted.

For spinnakers and gennakers, only sewn polyamide is admitted.

Only wood or aluminium mast and boom are admitted.

Mast or boom different from original	0,050
Other spar different from original	0,050
Black color is not allowed for mobile spars :	
spinnaker boom, top mast, ...	
Cotton sails	- 0,150
no winch	- 0,050
long forced sail batten	0,050

. C4 Hull material :

traditional wood	0,000
moulded wood	0,020
plywood	0,010
aluminium	0,030
iron	0,030
other	0,030

.C5 Propeller :

3 fix blades	- 0,050
2 fix blades	- 0,040
folding/feathering	- 0,020
no propeller	0,000
others	0,030

.C6 Vintage bonus = C6.1 + C6.2

C6.1 Build year

for boats whose hull has been reconstructed, consider the date of the reconstruction. A hull is considered as "reconstructed" if at least two third of the frame and of the planking has been changed.

2000 and latter :	0,080
1999 to 1981:	0,060
1980 to 1965 :	0,050
1964 to 1951 :	0,025
1950 to 1941 :	0,000
1940 to 1931 :	- 0,010
1930 to 1921 :	- 0,020
1920 to 1911 :	- 0,030
1910 to 1901 :	- 0,040
1900 and earlier	- 0,050

C6.2 Design year

2000 and latter :	0,080
1999 to 1981:	0,060
1980 to 1965 :	0,050
1964 to 1951 :	0,025
1950 to 1941 :	0,000
1940 to 1931 :	- 0,010

1930 to 1921 :	- 0,020	1900 and earlier	- 0,050
1920 to 1911 :	- 0,030		
1910 to 1901 :	- 0,040		

.C7 Regatta series, day boats and open boats :

If the yacht part of a regatta class or is a day boat or an open boat or designed according to a handicap rule (metric, sqm, skerry, jauge universelle, jauge Godinet, linear rater....) then C7 = 0,200, else C7 = 0,000

.C8 Performance correction

The yacht who wins the CCA has a complementary correction of +0,050, valid and cumulative during the 3 seasons following his win

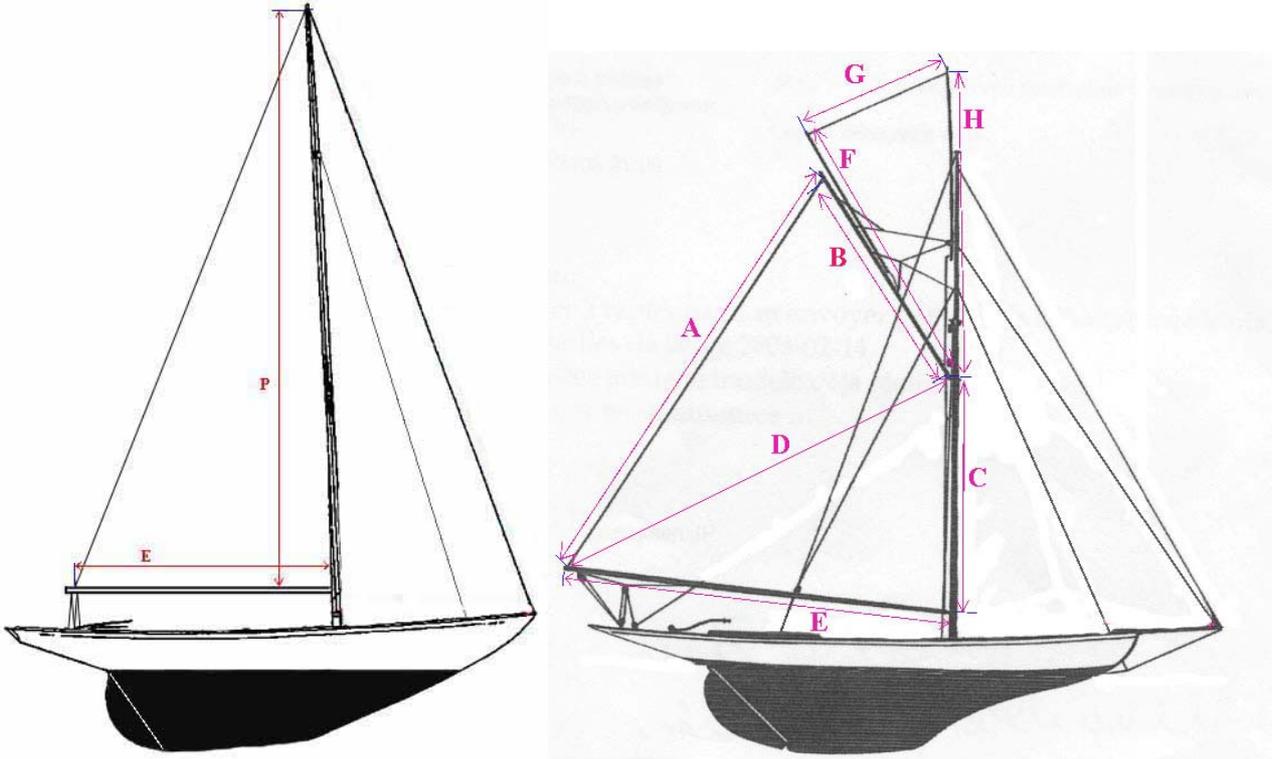
3. Corrected rating: $R_c = R \times C$

4. Time corrected Factor: $F_{tc} = 0,45 + 0,155 \times \sqrt{R_c}$

5. Corrected time : $T_c = T_r \times F_{tc}$ (with T_r = real time)

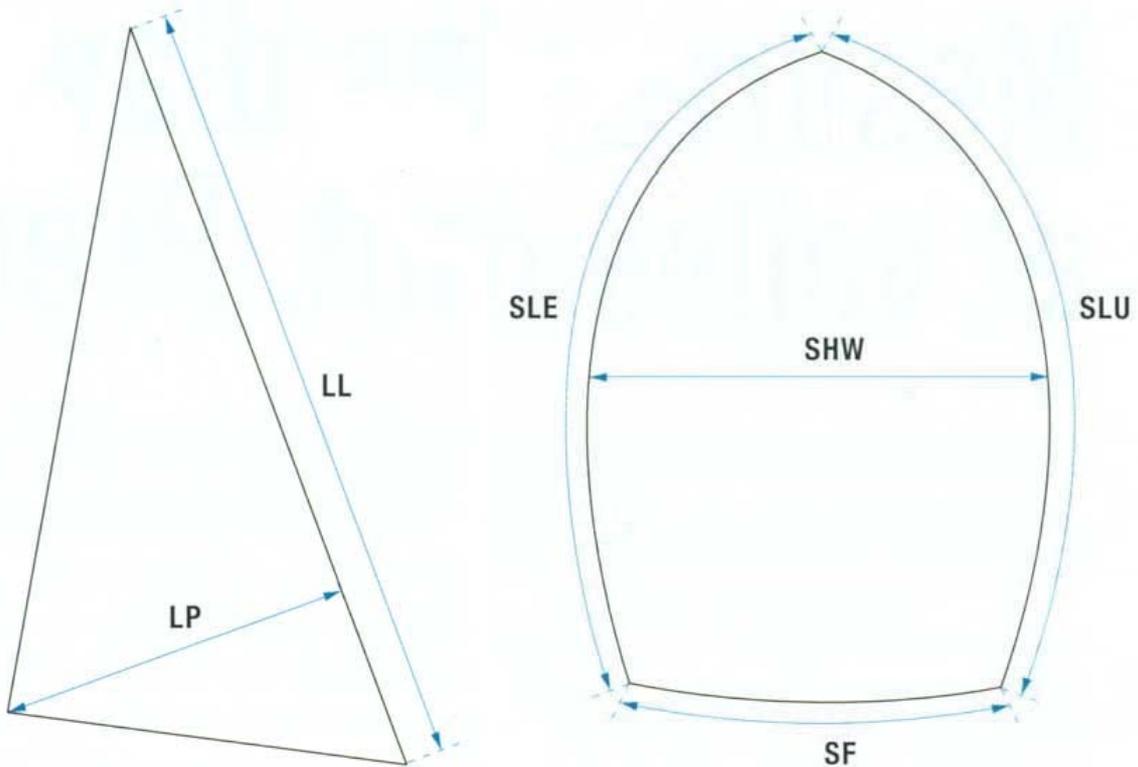
Illustrations for measurement of sails

All measurements are taken on the sails except P and E which shall be measured on the spars as the maximum dimension taking into account the rig and fittings.



Mainsails as well as mizzen and foresails areas of Bermudian yachts are calculated with a standard leach round of 15%.

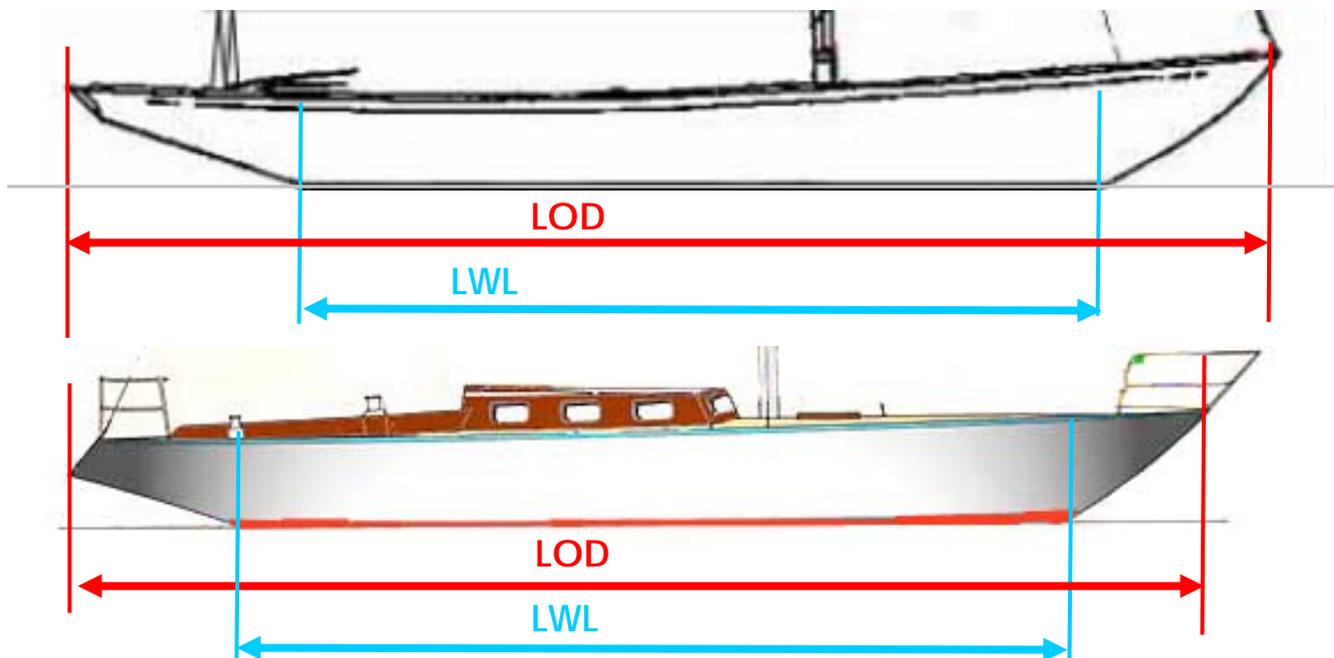
Flying sails rigged between two masts (e.g. fishermen) are not taken into account.



Illustrations relative to the measurement of the hull and to the keel types

LOD, Length over deck in metres : it is the maximal length of the hull, excluding pulpits, measured between two perpendiculars.

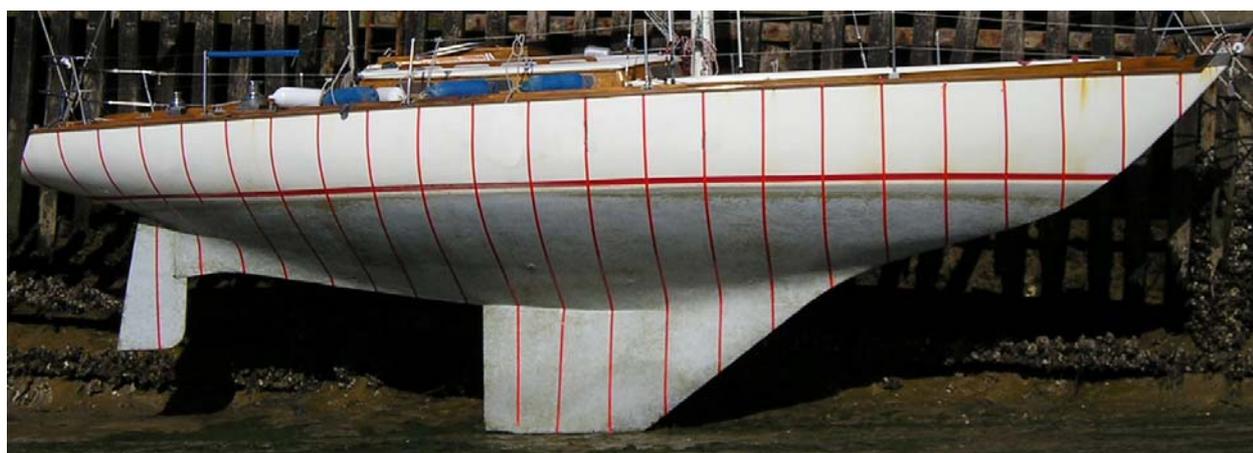
LWL, Length of waterline : depending on the transom, measurements are illustrated below.



Exemple of long keel



Exemple of rudder separated from the keel (here with a classique keel, ie with garboard strake)



Eligibility rules for the CHALLENGE CLASSIQUE ATLANTIQUE 2010

Class 1 (pennant 1):

Yachts built before Dec 31th 1968, in accordance with their original plans without significant change with respect to the original state ('significant change' means any change in the spars material, hull material or ballast material or in the anti-drift plan).

Class 2 (pennant 2):

Yachts built before Dec 31th 1968, in accordance with their original plans but with one or more significant changes with respect to the original state ('significant change' means change in the spars material, hull material or ballast material or in the anti-drift plan).

Replicas consistent with original yacht plans designed before Dec 31th 1968.

Class 3 (pennant 3):

Yachts built before Dec 31th 1968 (or, for a series, yachts whose prototype has been built before Dec 31th 1968), consistent with the original design and having a certificate of conformity to the 1957 RORC rule or able to submit such a certificate, established for a sister ship. In this case, the Technical Committee reserves the right to measure one or more dimensions of the yacht to check the consistency of his certificate.

Note: Class 3 is clearly included in the first two classes. In the minds of organizers, it is more specifically oriented towards yachts designed according to the 1957 RORC rule. Thus, boats must be the closest possible to their original state.

Class 4 (pennant 4):

Yachts built before Dec 31th 1976, consistent with their original plans and having a certificate of conformity to the IOR rule or able to submit such a certificate, established for a sister ship. In this case, the Technical Committee reserves the right to measure one or more dimensions of the yacht to check the consistency of his certificate.

Boats built in the spirit of classic yachts, subject to the opinion of the YCC Jauge Classique committee, are included in 2009 on an experimental basis into this class for CCA races.

Class 4 boats have a separate scoring for the CCA

For more information on the organization of classic yacht regattas, please read the document available on the www.yachtclubclassique.com web-site :

[« Préconisations d'organisation des régates du Challenge Classique Atlantique - Règles valides pour la période 2010 »](#)