



**THE ANTIQUE AND CLASSIC BOAT SOCIETY, INC.  
JUDGING SYSTEM**

INCLUDING REVISIONS UP TO January, 2010

THE ANTIQUE & CLASSIC BOAT SOCIETY  
422 JAMES STREET  
CLAYTON, NY 13624  
315/686-BOAT

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## Preface:

While the judging of classic boats is not the primary function of The Antique and Classic Boat society, Inc. (ACBS) and its chapters, it does create an incentive to restore and maintain vessels of interest to a high level of quality. This promotes pride of ownership and a concern for authenticity, which is then recognized through the presentation of awards.

This manual has been prepared for the purpose of implementing approved ACBS judging procedures. It is designed to promote consistency and fairness in the evaluation of boats in competition through establishment of standards and administrative procedures. For those reasons, it is highly recommended that the ACBS chapters and boat show judges use the enclosed guidelines within the latitudes allowed by each show's unique requirements.

It is strongly recommended that each chapter and sponsoring organization include the following disclaimer in its registration form.

"Owners that want their boats judged are encouraged to be present at their boat when it is being judged. By registering a boat to be judged, the owners explicitly grant permission for the judges to board their boats as may be needed to properly judge it, should the owner not be present. Judges are experienced in these matters and take due care, however owners agree that neither the judges nor the sponsoring organization nor ACBS are liable for any damage that may occur during the judging process."

Comments and suggested changes are actively encouraged, and should be submitted to the Chairman, Judging and Classification Committee, The Antique and Classic Boat Society, Inc., 422 James Street, Clayton, NY 13214. (315) 686-BOAT.

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## A. Policy

The basic standard of the ACBS judging System is to judge a boat in its present condition against what it was like when it was originally delivered by the manufacturer or builder (except Contemporary boats). Properly preserved and maintained originality is encouraged and will be rewarded. Points will not be deducted for high quality repairs to original wood. Restorations requiring major wood replacement are encouraged only when the original material is beyond repair.

Evaluated by this standard, three factors may be considered:

1. **Authenticity:** Components which came on the

original craft as well as exact reproduction hardware and engine parts along with well maintained original wood is the highest standard.

2. **Workmanship:** A quality level that is equal to original.

3. **Maintenance:** A completely original vessel may score 100% for authenticity and workmanship; however, there will be points deducted for poor maintenance as described in the judging sheets.

## B. Preserved and Restored Boats

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ACBS defines preserved boats as those containing at least 60% of their original deck and topsides material. Bottom replacement is expected in order for the boat to be serviceable. Boats with less than 60% of their original deck and topsides material are defined as restored. It is strongly recommended that there be a Best of Show award for both the best of the preserved and restored boats. It is further recommended that awards for the best of the preserved and restored boats be given in as many categories as practical.

## C. Categories

These age classifications apply to both boats and motors.

Early contemporary: A wooden boat built 1976 to the year 25 prior to the current year.

Late Contemporary: A wooden boat built within the last 25 years.

In 2009, the Early Contemporary period ends with boats built in 1984.

**Note: To be judged, all contemporary boats must comply with Coast Guard (or other country equivalent) regulations. Contemporary boats cannot be awarded "Best of Show." And they are neither Preserved nor Restored.**

## D. Classes

Listed below are classes currently established for the

ACBS Judging System, with a brief description applicable to each class. The local boat show committee may find it appropriate to combine or separate classes for practical reasons based on actual show entries.

### 1. POWERED CLASSES

RUNABOUT--A boat designed with one (1) or more closed cockpit(s) and the engine(s) under a deck.

LAUNCH--A general purpose open cockpit boat, usually of round bilge design, non-planing hull form.

UTILITY--A general purpose open cockpit boat, normally with the engine mounted under an engine box.

RACER--An inboard or outboard powered boat of planing or semi planing hull form, designed and used primarily for racing competition.

OUTBOARD BOAT--A boat powered by an outboard motor.

DISPRO--A boat designed for and equipped with a "disappearing propeller" propulsion system.

CRUISER--A power--as opposed to sailing--vessel designed for and equipped with live aboard (at least overnight) Note: Normally, but not always, inboard powered.

COMMUTER--An inboard powered boat designed for speed; primarily built to transport its owner and guests to and from home, to work, with minimal overnight accommodations, if any, and should have an enclosed cabin.

YACHT TENDER--A boat used for carrying supplies and/or passengers to and from a larger vessel.

STEAM/NAPHTHA--A boat with either a steam or

naphtha propulsion system.

SAIL BOAT w/ AUX--A sailing vessel with a permanently mounted auxiliary propulsion engine.

WORKBOAT--A vessel whose primary design and function is commercial operations.

## 2. NON-POWERED CLASSES

SAIL w/o AUX--A non-canoe vessel designed for and propelled by sails (note: may have provision for temporary aux. Power).

SAILING CANOE-DECKED--A canoe designed primarily for sail propulsion and fully decked fore and aft. Normally used for racing.

SAILING CANOE-OPEN--A canoe designed primarily for sail propulsion with no or minimal decking. Normally used for cruising.

PADDLING CANOE--A canoe designed primarily for paddle propulsion.

ADIRONDACK GUIDEBOAT-- An open paddling or rowing boat designed to be carried (portaged), with lightweight hull form and design which evolved in the Adirondack region.

ROWING SKIFF--A nominally double ended rowing boat whose design evolved from the canoe.

SAILING SKIFF--A nominally double ended sail boat whose design evolved from the canoe.

SCULL--A lightweight, special design rowing craft with sliding seats and having very long and narrow hull with minimal freeboard. A scull can also be a dingy type boat propelled by a single sculling oar.

ROWBOAT--TENDER, DINGY, SHARPIE, PRAM, DORY, ETC.--A general class encompassing all craft nominally propelled by oars and not elsewhere classified.

## E. Judging Format

1. PURPOSE: The ACBS judging System has been written to ensure that the highest degree of authenticity, workmanship and maintenance is properly rewarded on a consistent basis.

2. JUDGING POLICIES: To be an ACBS judged show, this system will be utilized.

3. ACCEPTANCE: Acceptance of this system by any Chapter is entirely voluntary. However, if this system is not followed, the show should not be advertised as an "ACBS judged show."

4. ENTRY LIMITATION: It is recommended that no Chief Judge enter a boat to be judged. And that no judge be assigned to a class in which he/she has a boat entered for judging.

## F. Organization and Responsibility for Judging

1. CHIEF JUDGE: The Chief Judge is responsible for judging and awards at a boat show. It is his/her responsibility to review the entrants with the registration committee and prepare the team assignments. It shall be his/her responsibility to determine that judging is carried out in accordance with the ACBS system and all boats be fairly

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judged prior to the announcement of awards. The Chief Judge's decision shall be considered final.

2. **TEAM CAPTAINS:** Are generally the most experienced judges at the show. They should be capable of guiding a team of judges to reasonable decisions on the scoring of boats in the class they are judging.

3. **JUDGES:** A judge must communicate with a boat owner to determine authenticity and originality of the boat.

## **G. Judging Criteria**

### **1. GENERAL CONSIDERATIONS**

a. A total of one hundred (100) points is the highest possible score for each entry.

b. The condition of each boat is to be compared to the condition of an original at the time of manufacture (except Contemporary boats). See POLICY section.

c. The burden of proving the authenticity or originality of every entry shall be the responsibility of the owner. In the event the show judges shall decline to accept the owner's evidence of authenticity or originality, the Chief Judge's decision shall be final.

Mandatory requirement for major restoration of a vessel will consist of believable and significant photo-documentation of the entire restoration process from start to finish by owner and/or restorer. Historic documentation will be required such as hull card when available, newspaper clippings where applicable, previous owners registration, old photographs of the boat still running and when it was last in service, etc. There also must be more to start than a hull plate, some remaining hardware, hatch cover or dash, to qualify as a restoration of a classic or antique vessel and be judged accordingly.

d. Where an item is known to be standard to a particular boat, its absence will require a deduction from an entry's point score; but if an item is known to be optional to a particular boat, its absence does not require a deduction for the entry's point score.

e. In the event any part of any entry boat is restored, the restoration must duplicate the original in every respect to avoid a deduction from its point score.

f. Each entry shall be displayed and judged in the water in working order and shall arrive at the show under its own power to the satisfaction of the dock master. Small, unpowered craft may be displayed on land, but may be asked to be put in water by a judge. Any entry not so displayed shall not be eligible for judging.

g. Where new equipment or features are added to an entry solely for purposes of safety, navigation and/or complying with legal requirements, no deduction from the point score should occur, unless the new item seriously detracts from the "physical appearance" or mechanical condition. When such new items are added, they should not, unless it is necessary, displace original features and equipment.

h. The minimum point deduction for any flaw is ½ point.

### **2. SPECIFIC CRITERIA: "PHYSICAL APPEARANCE"**

Point score shall be awarded on the following basis:

#### **a. EXTERIOR, GENERAL APPEARANCE**

This category includes construction details of the hull, decks, cabin sides and cabin tops, if applicable. In this category, the detail and quality of construction is

compared to an original boat. Concern is with the materials used and the manner in which they are installed. Under this category there will be no concern with the quality of the finish.

#### **b. QUALITY OF FINISH**

This category includes an evaluation of all finishes used on the boat, whether applied to wood, canvas, vinyl, leather, metal or plastics. This category will not be concerned with the condition of the construction but will evaluate and score on the quality of the stain, varnish, paint and other finishes.

#### **c. INSTRUMENTS and HARDWARE**

This category includes an evaluation of all hardware such as windshields, brackets, cleats, chocks, hinges, lights, staffs, masts, etc. including cockpit instruments and controls. Scoring the correct finish of fittings with respect to brass, nickel, chrome, stainless even paint. Points will be deducted for non- or mis- functional instruments and lights.

#### **d. INTERIOR and UPHOLSTERY, GENERAL APPEARANCE**

This category includes construction details of interior decks, seats, cabin sides and tops, bulkheads and upholstery. The concern is with the materials used and the manner in which they are installed. Under this category there will be no concern with the quality of the finish.

#### **e. ENGINE and ENGINE COMPARTMENT**

This category includes all components concerned with the propulsion equipment in any vessel, whether inboard, outboard, sail, auxiliary, oars or steam. The concern will be with the actual power plant, drive shafts and accessories. Any engine other than the original will require a point deduction in this category.

1. Original Engine--is the power plant the boat had when it left the factory or a replacement of the same model and age or any originally offered optional engine.

2. Available, not offered engine--Any engine available at the time the boat was manufactured but not offered by the original builder.

3. Unavailable engine—Any engine not available when the boat was manufactured.

Point deductions should be made for abnormal gas and oil leaks, as well as incorrect finishes or colors. The use of safety devices such as filters, extinguishers and gauges will not require a deduction, provided they are installed in manner that does not substantially alter the appearance of the boat.

### **3. SPECIFIC CRITERIA: DOCUMENTATION**

Documentation in the form of bills of sale, shipping papers, receipts, catalogs, correspondence, photographs or the like, which tend to prove the history, age, ownership, sale transfer, storage or other experience regarding an entry boat is of great interest to spectators and of assistance to judges, but does not affect the score awarded to a boat.

### **4. JUDGING FORMS**

The use of a standardized format and judging forms will create uniformity in the judging process contributing to understanding by both judges and exhibitors. The actual scoring process is based on a deduction system. The boat arrives at the dock as a 100 point entry, and point deductions are made for any deficiencies found by the judges. The attached Judges Scoring Guideline is used to determine maximum point deductions in each of the 5 categories. The

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remaining score is then noted in the proper box on the summary score sheet and totaled for each boat. If necessary, the score sheet can be expanded so that an entire class can be summated on one sheet. For smaller shows, the scoring guidelines can be utilized as a score sheet.