



International Eight Metre Association



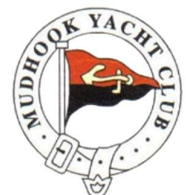
**WORLD CHAMPIONSHIP
THE CLYDE, SCOTLAND 2024**

NOTICE OF RACE

**International Eight Metre Class World Championship
17th – 24th August 2024**



**ROYAL NORTHERN &
CLYDE YACHT CLUB**



Firth of Clyde, Scotland
Royal Northern & Clyde Yacht Club, The Clubhouse, Rhu, Helensburgh, G84 8NG

The organising authority (OA) shall be The Royal Northern & Clyde Yacht Club in conjunction with The Mudhook Yacht Club.

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing* and RYA Prescriptions, as restricted by RRS 88.2 to RRS 4, 6, 67, 86.3 and 88.2.

1.2 The Navigational rules and other requirements of Peel Ports Ltd (Clyde Port Authority) and Kings Harbour Master shall apply. Further information shall be provided in the SIs.

1.3 Rules of the International 8 Metre Class Rating Rule and the International 8 Metre World Championship Rules as shown in Appendix A of this NoR shall apply except as follows:

1.4.1 Boats eligible to rate 8.07 under Rating Rules 1 and 2 shall submit at registration a signed statement that no hull modifications or ballast changes which would affect the rating have been made since the last measurement.

1.4.2 The maximum number of crew may be increased to seven for all boats designed prior to 1960. Boats shall declare the number of crew, their names and nationalities, and if the boat wishes to compete for the Corinthian Trophy, their World Sailing Sailors Category, at registration and shall sail with that number of crew throughout the regatta. Boats may register the name, nationality and WS SC of one alternative crew on their crew list and may use this crew by registering the change by 18.00 at the Regatta Office on the day before the crew change is to take place. Any additional changes shall be subject to approval by the International Jury.

1.4.3 For competitors under 18 years of age a completed and signed parental (or guardian) consent declaration form, available at <https://www.racingrulesofsailing.org/documents/5145/event> must be provided on registration.

1.5 If there is a conflict between languages, the English text takes precedence.

2 SAILING INSTRUCTIONS

2.1 The sailing instructions will be available at the event website, <https://worldcup.8mr.org> on the online official notice board no later than 1st June 2024 at 18:00 BST.

3 COMMUNICATION

3.1 The online official notice board is located at the event website. Competitors will be expected to join a forum on WhatsApp or Telegram or other platform as designated by the OA, to receive communications from the race committee and the OA.

3.2 [DP] All boats shall carry a marine VHF radio.

3.3 The Race Committee (RC) shall use VHF radio to communicate to the fleet. Details of channels will be in the SIs. Failure to make broadcasts or failure to hear the broadcast shall not constitute grounds for redress. This changes RRS 62.1.

3.4 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction applies to all communication devices.

4 ELIGIBILITY AND ENTRY

4.1 The event is open to all boats of the International 8 Metre Class which have a valid measurement certificate and have paid the entry fee and annual IEMA dues.

4.2 Eligible boats may enter online on the event website.

4.3 All crew members shall be registered by no later than 17:00 BST on Sunday 18th August 2024.

4.4 The following information shall be produced at registration:

Each boat shall provide a valid measurement certificate as required by the class rules.

Proof of the boat's conformity with the class rules;

Proof of authorization for competitor's advertising;

5 FEES

5.1 The entry fee of £2,250.00 shall be paid on entry by 1 February 2024. Boats entering after this date, and before 1 April, shall pay an entry fee of £2,500.00.

The Entry fee includes:

berthing for the boats at Rhu Marina, August 17 to August 25. (Support boats are not included), and tickets for certain social events outlined in the separate social program.

5.2 The entry form on the event website describes how payment shall be made.

These fees are due, even if a boat withdraws the entry later or does not show up. They will only be refunded if the entry is rejected or cancelled by the OA or the race committee or if the event is cancelled.

6 CREW LIMITATIONS

6.1 Not required other than as described in NoR 1.4.2 and 1.4.3.

7 ADVERTISING

7.1 [DP] Advertising is permitted in accordance with World Sailing Regulation 20.

7.2 [DP] Boats may be required to display advertising chosen and supplied by the OA.

7.3 By participating in this event, competitors grant to the OA, IEMA and their sponsors, free of charge, the irrevocable, unlimited, and permanent right to make, use and show, from time to time at their discretion, any still/motion pictures and live, taped or filmed television and other reproductions of the athlete and the yacht, produced during the period of the event.

7.4 [DP] Boats may be required to carry cameras, sound equipment and/or positioning equipment as specified and supplied by the OA.

7.5 [DP] Competitors shall not interfere with the operation of the OA supplied media and/or positioning equipment.

7.6 [DP] If required by the OA competitors shall give interviews at the event.

8 FORMAT

8.1 The event consists of a single series.

9 SCHEDULE

9.1 Registration and measurement, 10.00 – 17.00 BST, 17 - 18 August at RNCYC Clubhouse.

9.2 Racing, August 2024, all BST

17	Tune up day	
18	Briefing at Rhu Marina, 11.00 followed by practice races as soon as possible.	
19	Racing	10.55 first warning signal.
20	Racing	10.55 first warning signal.
21	Racing	10.55 first warning signal.
22	Reserve day	
23	Racing	10.55 first warning signal.
24	Racing	10.55 first warning signal.

9.3 Scheduled number of races. The maximum number of races will be 9 (nine), with 2 (two) races scheduled per day and 1 (one) on 24 August. Additional races may be sailed on any day to enable sufficient races to complete the schedule.

9.4 No warning signal will be given after 15:25 BST on the last scheduled day of racing.

10 MEASUREMENT

10.1 [DP] Boats and sails shall be available for measurement inspection by a member of the Race Committee at any time.

10.2 No full measurements will be taken. Owners of boats requiring full measurement of boats and/or sails shall contact the appointed class measurer in advance to make a reservation shall contact the class measurer, Mr. Guy - Roland Perrin (guyroland.perrin@gmail.com) for an appointment prior to the event.

11 CLOTHING AND EQUIPMENT

11.1 All boats must carry on board suitable personal flotation devices (PFDs) for every crew member on board, and a towline of minimum 15 metre length.

12 VENUE

12.1 The Venue for the event is the Upper Firth of Clyde, Scotland, Admiralty chart 1994, "Approaches to the River Clyde", Rhu Marina and the RNCYC Clubhouse.

13 COURSES

13.1 Courses will be mainly Windward/Leeward such as RRS App S LA. Courses round fixed marks may be used.

14 PENALTY SYSTEM

14.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

14.2 An international jury will be appointed as provided in RRS 70.5.

15 SCORING

15.1 5 (five) races are required to be completed to constitute a championship.

15.2 When fewer than 6 (six) races have been completed, a boat's series score will be the total of her race scores. When 6 (six) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

16 SUPPORT BOATS

16.1 [DP] Support and Coach boats shall register. All support boats must carry marine VHF radios and agree to assist the Race Committee if directed to do so. Support boats shall be provided with an identifying flag provided by the OA

16.2 [DP] Support and Coach boats will not be permitted in the racecourse during racing.

17 CHARTERED OR LOANED BOATS

17.1 A chartered or loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the race committee has approved her sail identification before the first race.

18 BERTHING

18.1 [DP] Boats shall be afloat by 17:00 BST on Sunday 18th August 2024.

18.2 [DP] Boats shall berth in their assigned berths.

19 HAULING-OUT

19.1 Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

20 DIVING EQUIPMENT AND PLASTIC POOLS

20.1 [DP] Underwater breathing apparatus and plastic pools or their equivalent shall not be used around competing boats between the scheduled preparatory signal of the first race and the end of the event.

20.2 [DP] Boats shall not be cleaned below the waterline by any means from 17.00 BST Sunday 18 August until the end of the event.

21 DATA PROTECTION

The personal information you provide to the organising authority will be used to facilitate your participation in the event. If you have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest. Your personal information will be stored and used in accordance with the OA's privacy policy. When required by the rules, personal information may be shared with the RYA your national authority and/or World Sailing. The results of the event and the outcome of any hearing may be published.

22 RISK STATEMENT

22.1 Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

22.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

(a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event.

(b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

(c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

(d) Their boat is in good order, equipped to sail in the event and they are fit to participate;

(e) The provision of a race management team, patrol boats, inspection and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;

(f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

(g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

23 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 (Sterling) per event or the equivalent.

24 PRIZES

24.1 The International Eight Metre World Cup will be awarded to the boat with the best overall score in the regatta.

24.2 The Coppa d'Italia will be awarded to the European boat with the best overall score in the regatta conforming to the Deed of Gift for this trophy. To be eligible for the Coppa d'Italia the class of boats must have at least 3 competing boats. Should there be not at least 3 competing boats in the class of the winning boat, the Coppa d'Italia shall be sailed out by the class which has the minimum three Boats.

24.3 The Sira Cup will be awarded to the boat, designed prior to 1960 conforming to the Sira Cup Deed of Gift and Rules, with the best overall score in the regatta.

24.4 The Neptune Trophy will be awarded to the boat with the best score in a separate scoring table for this category. Boats competing for this trophy must adhere to the Rules and Deed of Gift. Eligible boats will also be scored in the overall scoring. Should a discard apply in the overall scoring, a discard will also apply in this separate table.

24.5 The First Rule Cup will be awarded to the boat built between 1908 and 1919 to the first International Rating Rule. Eligible boats will be scored in the overall scoring and the trophy will be awarded to the boat with the best score in a separate scoring table for this category. Should a discard apply in the overall scoring, a discard will also apply in this separate table.

24.6 The Generations Cup will be awarded to the boat with the best overall score based on the high point system in the respective divisions Modern, Sira, Neptune and First Rule.

24.7 The IEMA Corinthian Trophy, will be awarded to the yacht whose crew members including the helm have a valid Group 1 categorization according World Sailing Categorization Code Regulation. All crew members of such yachts have to prove their categorization group by no later than 17:00 CET on Sunday 27th August 2023. If unclassified they are deemed to be Group 3. Eligible yachts will be scored in a separate scoring table of this category, but also in the overall scoring. Should a discard apply in the overall scoring, a discard will also apply in this separate table. The deadline for entrants to confirm their entry for this trophy is by the end of registration. Further detail about the categorization code can be found at:

[https://www.sailing.org/tools/documents/2021SailorCategorizationCode-\[26822\].pdf](https://www.sailing.org/tools/documents/2021SailorCategorizationCode-[26822].pdf)

The winners of the World Cup, the Sira Cup, the Neptune Trophy, the Generations Cup and the First Rule Cup shall not be eligible for the Corinthian Trophy.

25 CODE OF CONDUCT

25.1 [DP] Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct.

26 FURTHER INFORMATION

27.1 For further information please contact: Royal Northern & Clyde Yacht Club.
Office hours, Monday - Thursday 9am - 12 noon. +44 436 820322
mail@rncyc.com 8mwc2024@gmail.com and the event website.

Appendix A

INTERNATIONAL 8 METRE WORLD CHAMPIONSHIPS

RULES

1. The Cup, originally donated by Eugene van Voorhis to the Royal Northern Yacht Club (now the Royal Northern & Clyde Yacht Club) and the property of the Royal Northern & Clyde Yacht Club, shall be known as the 8 Metre World Cup.
2. The Cup is a Challenge Cup and shall be competed for from time to time as is seen fit and practical by the International 8 Metre Association – IEMA.
3. The Cup may be competed for in any country where there is an 8 Metre fleet.
4. A fleet wishing to host the Championship shall request permission from IEMA to do so.
5. The location and date of a Championship shall be announced at least 8 months in advance.
6. Entries shall be open to all yachts of the International 8 Metre Class which have a valid certificate of rating or satisfy any dispensations allowed by Alteration of the Class Rules as included in the Notice of Race.
7. All participants (boat owners) shall be paid up members of IEMA.
8. A Championship shall be valid if the entry is at least 8 yachts which, together, represent 3 different countries. To represent a country at least half the crew must be nationals of that country.
9. A Championship shall consist of a minimum of 5 races and a maximum of 10. The Notice of Race shall state the intended number of races for the Championship. Scoring shall be in terms of any relevant Rule and Appendix of the latest Racing Rules of Sailing except that if weather conditions or other circumstances beyond the control of the Organising Authority only allow 5 races to be sailed, all races shall be counted. A maximum of 2 races may be sailed on any one day. A reserve day shall be scheduled for the purpose of completing 5 races. If fewer than 5 races are completed, no result shall be declared and the Cup shall be retained by the current champion's Yacht Club – see Rule 14.
10. Courses shall be of a Windward-Leeward configuration or as otherwise described in the Sailing Instructions. It is recognised that different venues will suit different course lengths. Ideally a day's racing should aim for 1 race of about 16 nautical miles or 2 races of about 10 nautical miles each. No set course should be less than 7.5nm and no leg less than 1.5nm. A race shall not be shortened before 4 legs have been completed. If an offset mark is used in conjunction with the windward mark, the distance between these marks will not count as a leg.

11. When 2 races are to be sailed on any day, there shall be a time limit of 3 hours for each race. Where 1 race is scheduled, the time limit shall be 5 hours. The Organising Authority may provide for an extension in the Sailing Instructions.

12. The Organising Authority shall, when practicable, appoint an International Jury in accordance with the relevant Appendix of the current Racing Rules of Sailing. The Royal Northern & Clyde Yacht Club shall be invited to nominate a juror.

13. The draft Notice of Race and Sailing Instructions shall be submitted to the Royal Northern & Clyde Yacht Club for approval. Organising Authorities should submit their draft Notice of Race not later than 1 month before publication, and draft Sailing Instructions not later than 3 months before the championship. It is recommended that any World Sailing drafts for both the NOR and SI's are followed as closely as possible.

14. The Cup shall be held by the current Champion's Yacht Club which shall be responsible for engraving and for ensuring the safe keeping of the Cup while it is in their custody.

15. Alterations to these Rules shall be made only by the Royal Northern & Clyde Yacht Club after consulting with IEMA.

16. Should the International 8 Metre Class cease to exist; or should the Competition for the 8 Metre World Cup lapse for 3 consecutive years or in the opinion of the Royal Northern & Clyde Yacht Club, after consulting with IEMA, cease to be of primary importance, the Cup shall be returned to the Royal Northern & Clyde Yacht Club.