



**INTERNATIONAL 8 METRE CLASS
WORLD CUP
20-27 JULY 2019**

COWES

**ORGANISING AUTHORITY:
ROYAL YACHT SQUADRON**

SAILING INSTRUCTIONS

The notation '[DP]' in a rule in the Sailing Instructions (SIs) means that the penalty for a breach of that rule may, at the discretion of the Protest Committee, be less than disqualification.

1. RULES

- 1.1 Racing will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 The National Authority prescriptions in Addendum B of these Sailing Instructions shall apply.
- 1.3 Rules of the International 8 Metre Class Rating Rule and the International 8 Metre World Cup Rules as shown in Addendum A of these SIs shall apply except as follows:
 - (a) Yachts 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.
 - (b) The maximum number of crew may be increased to seven for all yachts designed prior to 1960. Yachts shall declare the number of crew, their names and nationalities at registration and shall sail with that number of crew throughout the regatta. Yachts may register the name and nationality of one alternative crew on their crew list and may use this crew by registering the change by 1900 at the Regatta Office in the RYS 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 All yachts must carry on board a towline of minimum 15 metre length and suitable personal flotation devices for every crew member on board.
- 1.5 If there is a conflict between languages the English text will take precedence.

2. NOTICES TO COMPETITORS

- 2.1 The Race Office and Official Notice Board (ONB) will be located in the Royal Yacht Squadron (RYS).

- 2.2 Notices to competitors will be posted on the ONB at the Race Office and on the Regatta Website at <https://www.rys.org.uk/regattas/8mr-world-cup/>.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any changes to the SIs made ashore will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 3.2 Any changes to the SI's will be notified by displaying Code Flag 'L' over the relevant numeral pennant and will be displayed from the RYS Lodge flagstaff. The change may also be announced on VHF Channel 05 immediately following the daily time check. It is the responsibility of each yacht to obtain any such changes from the Race Office or the Race Website.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the RYS Lodge Flagstaff.
- 4.2 Flag 'AP' over 'AP' with two sound signals means all racing is postponed and crews are advised not to go afloat. The first warning signal will be made not less than 45 minutes after the removal of AP over AP, at a time that will be announced on VHF Channel 05. The removal of this signal with one sound signal may be followed by a single 'AP'. This adds to RRS 27.3 and Race Signals.

5. SCHEDULE OF RACING

- 5.1 The Schedule of Racing is shown in the table below.
- 5.2 All times in these SI's are British Summer Time (UTC plus 1 hour).
- 5.3 The maximum number of races will be nine (9) with no more than two (2) races each day. However additional races may be sailed in order to complete the programme because of weather or other reasons.
- 5.4 No warning signal will be given after 1430 on the last scheduled day of racing unless following a General Recall.

All correspondence should be directed to:

The Royal Yacht Squadron

The Castle, Cowes, UK, PO31 7QT. Tel: 01983 292191, Email: mail@rys.org.uk

5.5 Schedule.

Day	Briefing	Event Time or First Warning Signal	Notes
Sat 20 July HW Ports 0200 4.4m 1440 4.4m		0900-1700 1200-1700	Registration in the RYS Pavilion. Measurement in CYH.
Sun 21 July HW Ports 0240 4.4m 1510 4.4m	1130 RYS Pavilion	0900-1200 0900-late 1355	Registration in the RYS Pavilion. Measurement in CYH. Practice Race.
Mon 22 July HW Ports 0320 4.3m 1550 4.4m	0900 CYH	1055	Racing
Tue 23 July HW Ports 0400 4.2m 1640 4.3m	0900 CYH	1055	Racing
Wed 24 July HW Ports 0450 4.1m 1720 4.2m	0900 CYH	1055	Racing
Thu 25 July HW Ports 0540 3.9m 1820 4.0m	0900 CYH		Reserve Day. To be used for racing if required.
Fri 27 July HW Ports 0640 3.8m 1920 4.0m	0900 CYH	1055	Racing
Sat 27 July HW Ports 0750 3.8m 2030 4.0m	0900 CYH	1055	Racing Prize Giving
Sun 28 July HW Ports 0910 3.9m 2130 4.1m			Depart

6. CLASS FLAGS

6.1 The class flag is shown below.

Class Flag	International 8 Metre Class Flag 
------------	---

7. RACING AREA

7.1 The racing area for all races will be the Solent and its approaches.

7.2 Racing will take place from a Committee Vessel.

7.3 The approximate position of the Committee Vessel and starting area will be announced by radio on Marine Band International VHF Channel 05.

8. COURSES

8.1 Courses will be Windward/Leeward and the format is shown in Addendum C.

8.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.

9. MARKS

9.1 With reference to Addendum C, marks 1, 1a, 4s & 4p will be orange inflatable marks.

9.2 The starboard end starting mark will be a committee vessel. The port end starting mark will be a committee vessel or an orange inflatable mark.

9.3 The finishing marks will be a committee vessel and an orange inflatable mark.

9.4 When a new mark has been laid to change the next leg of a course it will be a black inflatable mark.

10. NAVIGATION RESTRICTIONS

10.1 Boats shall not anchor or kedge in the Cowes Harbour fairway.

10.2 All boats shall comply with Associated British Ports Notice to Mariners No 3 of 2016 giving details of a Precautionary Area and Moving Prohibited Zone (MPZ). The MPZ shall rank as an obstruction for the purposes of RRS 19 and 20. See Addendum E.

10.3 Whilst racing, boats shall pass to the north of the Cowes Breakwater.

11. THE START

11.1 Races will be started by using RRS 26 with the Warning Signal made 5 minutes before the Starting Signal.

11.2 The starting line will be between a staff displaying an orange flag on the Committee Vessel at the starboard end and a staff displaying an orange flag on the port-end Committee Vessel or the course side of the port-end starting mark.

11.3 A boat starting later than 10 minutes after her starting signal will be scored DNS without a hearing. This changes RRS A4 and A5.

12. RECALLS

12.1 The Race Committee may broadcast the sail numbers of individually recalled boats on VHF CH 05 after Flag X has been displayed, but not sooner than 30 seconds after the start. Delay or failure to do so is not grounds for redress.

12.2 When a race started under RRS 30.4 (Black Flag rule) is recalled or abandoned, the sail numbers of disqualified boats will be displayed on the Committee Vessel and announced on VHF CH 05 Race Committee Vessel. This changes RRS 30.4.

All correspondence should be directed to:

The Royal Yacht Squadron

The Castle, Cowes, UK, PO31 7QT. Tel: 01983 292191, Email: mail@rys.org.uk

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 13.2 The position of any mark(s) may be adjusted by up to plus or minus 10 degrees relative to previous location and up to approximately 200 metres to windward or leeward without signalling Flag C, a direction signal, a length signal or a sound signal. This changes RRS 33.

14. THE FINISH

- 14.1 The finish line will be between a staff displaying a Blue Flag on a Committee Vessel and the course side of the finish mark.

15. PENALTY SYSTEM

- 15.1 RRS 44.1 is changed so that the Two-Turns penalty is replaced by the One-Turn Penalty.
- 15.2 Decisions of the International Jury will be final as provided in RRS 70.5.
- 15.3 Breaches of Sis 19, 21, 23, 24, 25, and 26 will not be grounds for a protest by a boat. This changes RRS 60.1 (a).

16. TIME LIMITS

- 16.1 The target time for a race is 120 minutes.
- 16.2 The following time limits will apply.
- (a) Mark 1 Time Limit. The time limit for the first boat to pass Mark 1 is 45 minutes.
- (b) Race Time Limit. The time limit for the first boat to sail the course and finish is 180 minutes.
- (c) Finishing Window. The time limit for boats to finish after the first boat in their classification sails the course and finishes is 45 minutes.
- 16.3 Boats still sailing more than 45 minutes after the first yacht in their classification finishes shall be awarded the points for the place behind the last yacht, which has finished the race within this time.
- 16.4 If no boat has passed Mark 1 within the Mark 1 Time Limit, or if no boat has finished within the Race Time Limit, the race will be abandoned.

17. PROTESTS AND REQUESTS FOR REDRESS

- 17.1 Protest forms are available at the Race Office. Protest and requests for redress or reopening shall be delivered to the Race Office within the protest time limit. Contact mobile phone numbers shall be included on the protest form.
- 17.2 The protest time limit is 90 minutes after the last boat has finished the last race of the day or the Race Committee signals no more racing today, whichever is later.
- 17.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of the hearings in which they are parties or named as witnesses. Hearings will be held in the protest room located at the RYS.
- 17.4 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no

later than 30 minutes after the decision was posted. This changes RRS 62.2.

18. SCORING

- 18.1 The Low Points Scoring system in RRS Appendix A will apply.
- 18.2 Five (5) Races are required to be completed to constitute a valid World Cup Championship.
- 18.3 When six (6) or more races have been completed, a boat's score will be the total of her race scores excluding her worst score.
- 18.4 The Generation Cup will be awarded based on the High Points Scoring system.

19. SAFETY REGULATIONS

- 19.1 All boats shall sail pass the Committee Vessel on starboard tack prior to start of the first race each day. *[DP]*
- 19.2 A boat that retires from a race shall notify the Race Committee as soon as possible on VHF CH 77 or by hailing a race committee vessel. *[DP]*

20. REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 Substitution of crew, other than under SI 1.3b, will not be allowed without prior written approval of the Jury and are at the discretion of the Jury. Requests for substitution shall be made in writing to the Jury at the first reasonable opportunity. *[DP]*
- 20.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the Race Committee. Requests for substitution shall be made in writing to the committee at the first reasonable opportunity. *[DP]*

21. EVENT ADVERTISING

- 21.1 Boats may be required to display advertising chosen and supplied by the Organizing Authority.

22. EQUIPMENT AND MEASUREMENT CHECKS

- 22.1 A boat or equipment may be inspected at any time for compliance with the Class Rules and SIs.
- 22.2 On the water, a boat may be instructed by the Race Committee to proceed immediately to a designated area for inspection.

23. SUPPORT BOATS

- 23.1 Support boats shall register with the Organising Authority at registration. *[DP]*
- 23.2 All support boats must carry marine VHF radios and agree to assist the Race Committee if directed to do so. *[DP]*
- 23.3 Team leaders, coaches and other support personnel shall stay at least 100m outside areas where boats are racing from the time of the preparatory signal until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment. *[DP]*
- 23.4 Any interference by a support boat with the racing or event organisation may result in a penalty applied at the discretion of the international jury to the associated boat. *[DP]*

All correspondence should be directed to:

The Royal Yacht Squadron

The Castle, Cowes, UK, PO31 7QT. Tel: 01983 292191, Email: mail@rys.org.uk

24. HAUL OUT RESTRICTIONS

- 24.1 Boats shall be afloat by 1700 on Sunday 21st July 2019. [DP]
- 24.2 Boats shall not be hauled out until the end of the regatta except with and according to the terms of prior written permission of the race committee. [DP]

25. DIVING EQUIPMENT AND PLASTIC POOLS

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

26. RADIO COMMUNICATIONS

- 26.1 All boats shall carry a Marine VHF Radio capable of receiving all normal International VHF Channels. All VHF communication shall be on International VHF channels. [DP]
- 26.2 Except in an emergency or when initiated or approved by the Race Committee, a yacht that is racing shall neither make nor receive voice or data transmissions that would constitute outside assistance. [DP]

27. TRACKING

- 27.1 The Organising Authority will supply a GPS Tracker unit which shall be carried by all yachts.
- 27.2 Instructions for tracking will be supplied at registration.
- 27.3 Before Racing:
- (a) Competitors shall securely mount the unit to their yacht as per the supplied instructions.
 - (b) The charged unit shall be fitted to the yacht before leaving the dock and during racing each day.
- 27.4 GPS Trackers shall be returned to the Race Office at the end of the regatta during protest time.

28. PRIZES

- 28.1 The **International Eight Metre World Cup** will be awarded to the boat with the best overall score in the regatta.
- 28.2 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.
- 28.3 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.
- 28.4 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.
- 28.5 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.

- 28.6 The **Generations Cup** will be awarded to the yacht with the best overall score based on the high point system in the respective divisions Modern, Sira, Neptune and First Rule.
- 28.7 Prizegiving will be held at the RYS Pavilion as soon as practicable after racing on the last day.

29. PRIVACY

The Royal Yacht Squadron, in compliance with the General Data Protection Regulations 2018 (GDPR), will use information provided by competitors for the purposes of RYS event management only. This data will be held in compliance with the GDPR and will not be shared with any third parties or used for marketing purposes other than contacting competitors by email, post, SMS and telephone with information regarding this event or future events. Competitors will be required to provide their specific consent to this on their entry form.

30. RISK STATEMENT

- 30.1 Rule 4 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."
- 30.2 Sailing is by its nature an unpredictable sport and therefore 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, 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;
 - (h) they are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

31. INSPECTIONS

The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in this SI.

32. INSURANCE

All entrants shall be covered by a minimum Third Party Liability indemnity of £3 million, or equivalent, and declare

that such cover will be maintained in full force throughout the event.

33. FURTHER INFORMATION

33.1 Further information and entry forms will be available on the RYS website. www.rys.org.uk

ADDENDUM 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.

All correspondence should be directed to:

The Royal Yacht Squadron

The Castle, Cowes, UK, PO31 7QT. Tel: 01983 292191, Email: mail@rys.org.uk

ADDENDUM B

Prescriptions of the Royal Yachting Association.

Rule 3 Acceptance of the Rules

Add new rule 3.6: 'Each competitor and boat owner shall ensure that their *support persons* comply with the *rules*.'

Rule 5 Anti-Doping

The national authority procedural rules required by World Sailing regulation 21.16 to implement the World Anti-Doping Code through World Sailing Regulation 21 are the RYA Anti-Doping Rules, as published on the RYA website.

Rule 67 Damages

1. Any issue of liability or claim for damages arising from an incident while a boat is bound by *The Racing Rules of Sailing* shall be subject to the jurisdiction of the courts and not considered by a protest committee.
2. A boat that takes a penalty or retires does not hereby admit liability for damages or that she has broken a *rule*.

Rule 86.3 Rule Changes

An Organizing Authority wishing to develop or test alternative racing rules shall obtain prior approval from the RYA. An application form is available from the RYA. The notice of race shall include the approved alternative rules. The organizing authority shall promptly report the results of the development or test to the RYA.

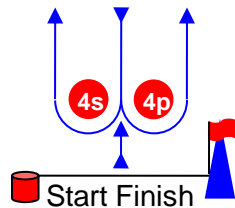
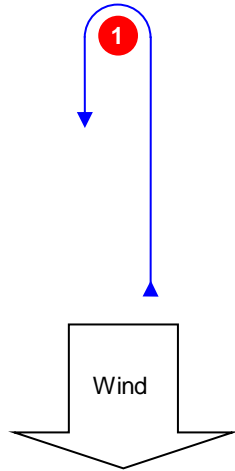
Rule 88.2 Changes to National Authority Prescriptions

Notices of Race and Sailing Instructions shall not change a prescription of the RYA. However, when an International Jury has been appointed for an event, only the prescriptions to rules 3, 5, 67, 86.3 and 88.2 shall apply.

ADDENDUM C

Course Illustrations – Windward Leeward

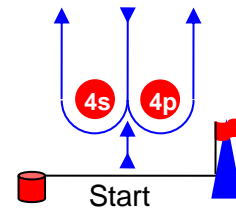
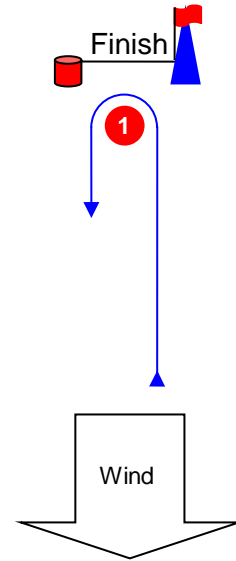
L



Course: Leeward finish

Signal	Mark Rounding Order
L2	Start – 1 – 4s/4p – 1 – Finish
L3	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – Finish
L4	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 4s/4p – 1 – Finish

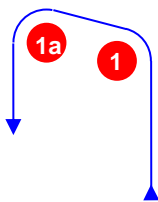
W



Course: Windward Finish

Signal	Mark Rounding Order
W2	Start – 1 – 4s/4p – Finish
W3	Start – 1 – 4s/4p – 1 – 4s/4p – Finish
W4	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 4s/4p – Finish

LA / WA



Course: Windward/leeward with offset mark 1a

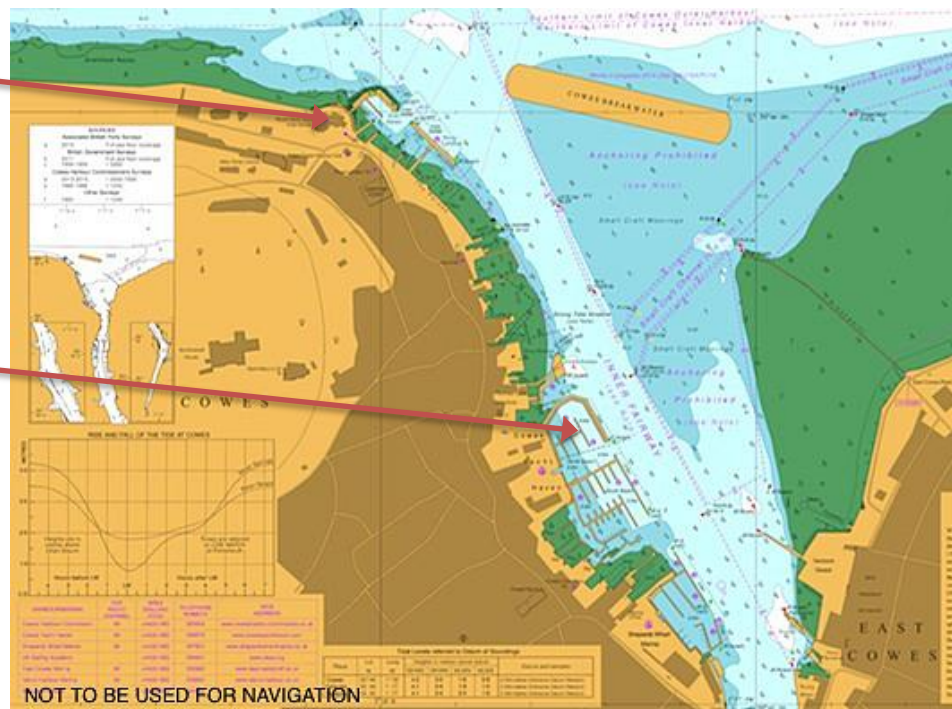
Signal	Mark Rounding Order
LA2	Start – 1 – 1a – 4s/4p – 1 – 1a – Finish
LA3	Start – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – 1 – 1a – Finish
LA4	Start – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – 1 – 1a – Finish
WA2	Start – 1 – 1a – 4s/4p – Finish
WA3	Start – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – Finish
WA4	Start – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – Finish

ADDENDUM D

Cowes Harbour

Royal Yacht Squadron

Cowes Yacht Haven



ADDENDUM E

NOTICE TO MARINERS

No 3 of 2016

PORT OF SOUTHAMPTON – PRECAUTIONARY AREA (THORN CHANNEL) Moving Prohibited Zone (MPZ) (See Chartlet)

Southampton Harbour Byelaws 2003 Byelaw No 11 enforces the requirement that all vessels over 150 metres in length overall when navigating within ‘The Precautionary Area’ referred to in this notice are automatically allocated a ‘Moving Prohibited Zone’ (MPZ). The MPZ is defined as an area extending 1000 metres ahead of the bow and 100 metres from the ship’s side on both sides of any vessel of over 150 metres in length overall whilst it is navigating within ‘The Precautionary Area’ (See Chartlet).

The master of a small vessel (defined in Southampton Harbour Byelaws 2003 Byelaw No 3 as any vessel of less than 20 metres in length or a sailing vessel) shall ensure that the vessel does not enter an MPZ.

For the purpose of indicating the presence of the MPZ the master of any vessel of over 150 metres length overall shall display on the vessel, where it can best be seen, by day, a black cylinder, and by night, 3 all round red lights in a vertical line.

For further details see www.southamptonnvs.co.uk

