



International 8 Metre Class World Cup
30 August - 4 September 2021 Enkhuizen

SAILING INSTRUCTIONS

Organising Authority: Royal Netherlands Yacht Club
www.knzhv.nl

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The notation '[DP]' in a rule in these SI means that the penalty for a breach of that rule may, at the discretion of the Jury, be less than disqualification. The notation '[NP]' in a rule of the sailing instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1. Racing will be governed by the rules as defined in the Racing Rules of Sailing 2021-2024 (RRS).
- 1.2. The prescriptions of the RNWA will apply. (see <https://www.watersportverbond.nl/media/puwaeljc/rvw-2021-2024-national-prescriptions-final2.pdf>).
- 1.3. Rules of the International 8 Metre Class Rating Rule and the International 8 Metre World Cup Rules as shown in Addendum C of these SI 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 19.00 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. 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

Notices to competitors will be posted on the official notice board(s) located at the regatta office and on the regatta website at manage2sail.com.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to the sailing instructions 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 regatta office flag pole. It is the responsibility of each yacht to obtain any such changes from the Race Office or the regatta Website at www.manage2sail.com.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed at the flag pole close to the regatta office.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.

5. SCHEDULE

- 5.1. The Schedule of Racing is shown in the table below.

Date	Event	Times
27 Aug	Registration and measurement	12.00-17.00
28 Aug	Briefing in race village	9.00
	Tune up races	10.55 warning signal
	Registration and measurement	9.00-17.00
29 Aug	Briefing in race village	9.00
	Tune up races	10.55 warning signal
	Registration and measurement	9.00-17.00
30 Aug	Briefing in race village	9.00
	(2) Races	10.55 warning signal
31 Aug	Briefing in race village	9.00
	(2) Races	10.55 warning signal
1 Sep	Briefing in race village	9.00
	(2) Races	10.55 warning signal
2 Sep	Reserve day	
3 Sep	Briefing in race village	9.00
	(2) Races	10.55 warning signal
4 Sep	Briefing in race village	9.00
	(1) Race	10.55 warning signal

- 5.2. 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.
- 5.3. On the last scheduled day of racing no warning signal will be made after 14.30 unless following a General Recall.



6. CLASS FLAG

Class Flag will be the International 8 Metre Class Flag.

7. RACING AREA

Addendum A. shows the location of the race area.

8. COURSES

- 8.1. The diagrams in Addendum B show the course, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2. The course to be sailed and the approximate distance and compass bearing to Mark 1 will be displayed on the starting vessel, no later than the warning signal.

9. MARKS

- 9.1. The marks will be inflatable yellow marks.
- 9.2. When a new mark has been laid to change the next leg of a course it will be a red inflatable mark.

10. RESERVED

11. THE START

- 11.1. Races will be started by using RRS 26 with the warning signal given 5 minutes before the starting signal.
- 11.2. The starting line will be between staffs on committee vessels or dan buoys displaying orange flags.
- 11.3. To alert boats that a race or sequence of races will start soon, or after a break if a further race is intended, the orange flag will be displayed (with one sound signal) at least five minutes before a warning signal is displayed.
- 11.4. A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start 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 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 channel 72. This channel will be used for all on the water announcements. This changes RRS 30.4.

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 finishing line will be between a staff displaying a blue flag on the finishing vessel and a dan buoy displaying a blue flag.

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.

16. TIME LIMITS AND TARGET TIMES

- 16.1. Addendum C rules 10 and 11 describe the time limits and target distances. Failure to meet the target distance will not be grounds for redress. This changes RRS 62.1(a).
- 16.2. The Finishing Window is the time for boats to finish after the first boat in their classification sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

17. PROTESTS AND REQUESTS FOR REDRESS

- 17.1. Protest forms are available at the race office located at the regatta office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit and include the mobile phone number of whoever lodges the form.
- 17.2. The protest time limit is 60 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 within 30 minutes of the protest time limit to inform competitors of



hearings in which they are parties or named as witnesses. Hearings will be held in the jury room, which will be indicated at the race office.

18. SCORING

- 18.1. The Low Points Scoring system in RRS Addendum A will apply except as below in 18.5.
- 18.2. Five (5) races are required to be completed to constitute a valid championship.
- 18.3. When fewer than 6 races have been completed, a boat's series score will be the total of her races scores.
- 18.4. When six (6) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 18.5. The Generation Cup will be awarded based on the High Points Scoring system.

19. [NP][DP] SAFETY REGULATIONS

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

20. [DP] REPLACEMENT OF CREW OR EQUIPMENT

- 20.1. Substitutions of crew, other than under SI 1.2b, 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.
- 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.

21. EQUIPMENT CHECKS AND EVENT MEASUREMENT

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

22. [NP][DP] EVENT ADVERTISING

Boats shall display advertising supplied by the organising authority. If this rule is broken, World Sailing regulation 20.9.2 applies.

23. [NP][DP] SUPPORT BOATS

- 23.1. Support boats shall register with the Organising Authority at registration.

- 23.2. All support boats must carry marine VHF radios and agree to assist the Race Committee if directed to do so.

- 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.

- 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.

- 23.5. Coach and support boats shall display identifying flags.

24. [NP][DP] HAUL-OUT RESTRICTIONS

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

25. [NP][DP] DIVING EQUIPMENT AND PLASTIC POOLS

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.

26. [NP][DP] RADIO COMMUNICATIONS

- 26.1. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction applies to all communication devices.
- 26.2. 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.

27. PRIZES

- 27.1. The **International Eight Metre World Cup** will be awarded to the boat with the best overall score in the regatta.
- 27.2. 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.
- 27.3. 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.
- 27.4. 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.

27.5. 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.

27.6. 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.

27.7. Prizegiving will be held at the venue as soon as practicable after racing on the last day.

28. DISCLAIMER OF LIABILITY

28.1. Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The Organising Authority will not accept any liability whatsoever for material damage or personal injury or death or consequential damages sustained in conjunction with or prior to, during, or after the regatta.

28.2. 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 familiarize 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.

29. PRIVACY

29.1. The Royal Netherlands Yacht Club (KNZ&RV), in compliance with the General Data Protection Regulations 2018 (GDPR), will use information provided by competitors for the purposes of its 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.

29.2. By participating in this event, competitors automatically grant to the organising authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.

30. INSURANCE

30.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of €2,000,000 per event or the equivalent.

The Royal Netherlands Yacht Club (*Koninklijke Nederlandsche Zeil- en Roei-Vereniging*) is based in Muiden, The Netherlands and owns marinas in Muiden and Enkhuizen ("Buyshaven")

Royal Netherlands Yacht Club (KNZ&RV)

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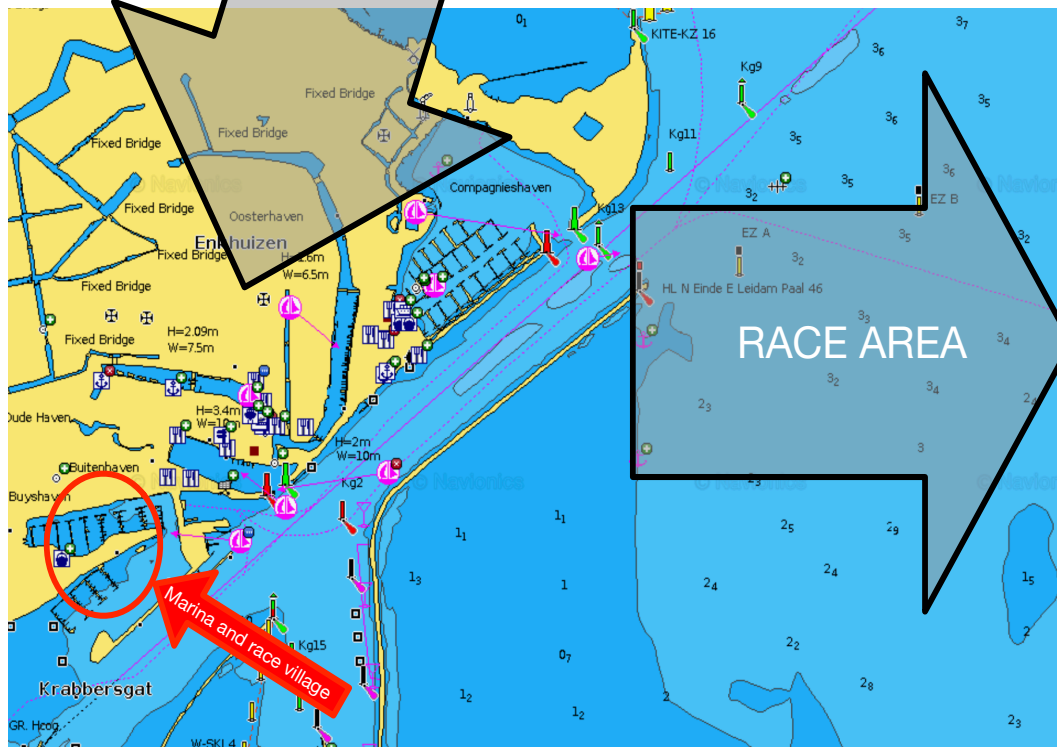
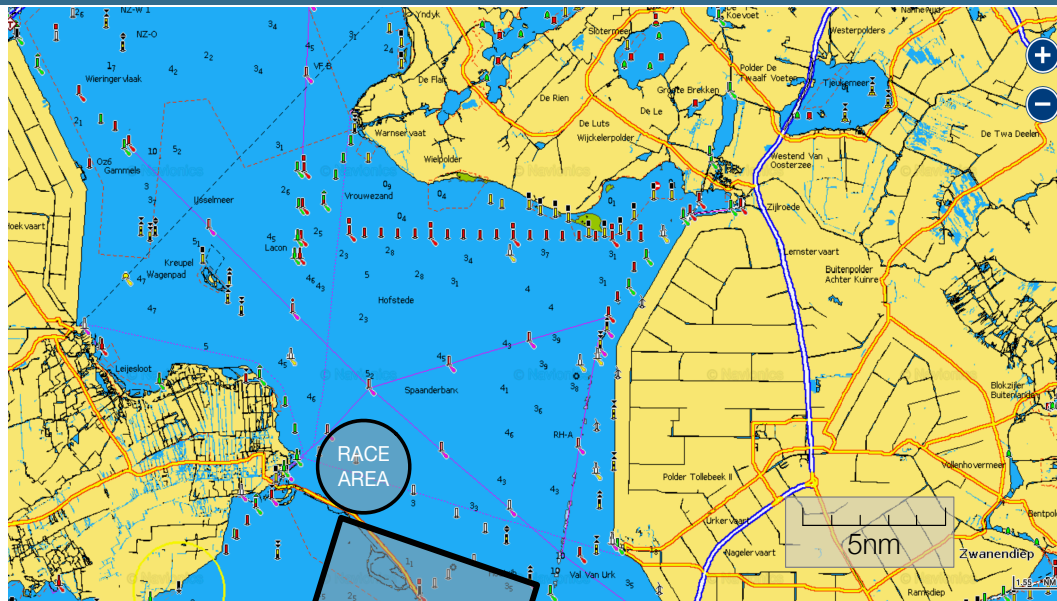
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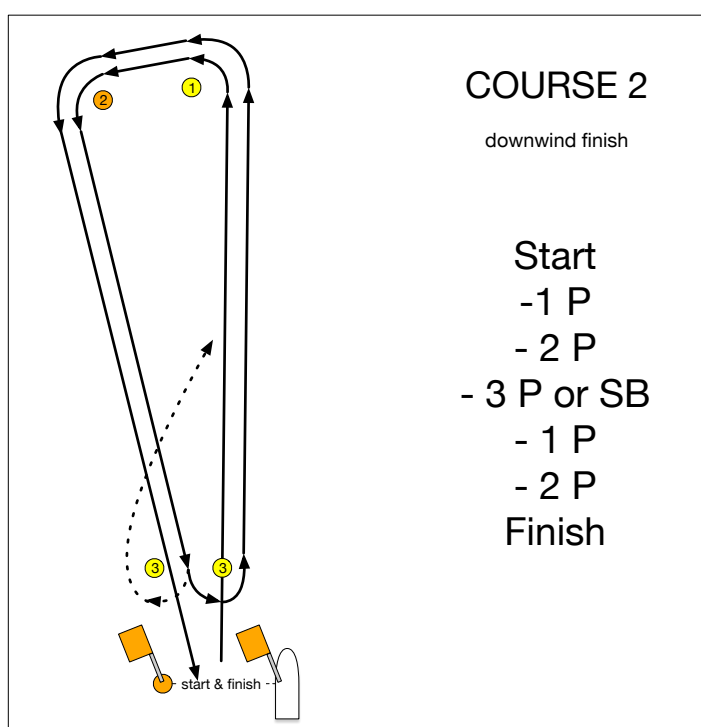
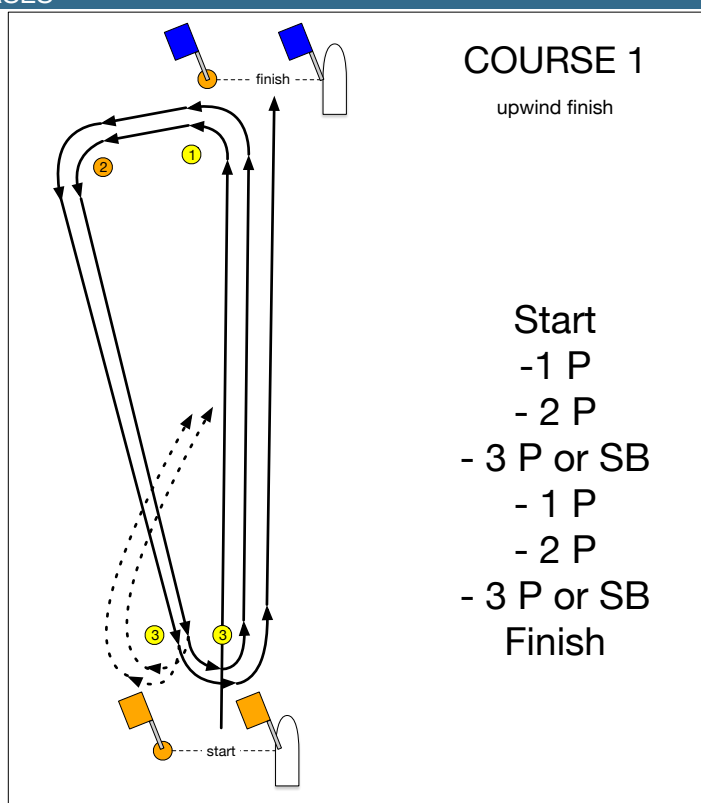


ADDENDUM A: VENUE & RACE AREA





ADDENDUM B: COURSES





ADDENDUM C: 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.