MINUTES OF THE MEETING

TIME: THURSDAY 25 AUGUST 2016 AT 11AM
PLACE: ROYAL CANADIAN YACHT CLUB, TORONTO

ATTENDING:

<table>
<thead>
<tr>
<th>Name</th>
<th>Yacht</th>
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<tbody>
<tr>
<td>1. John Lammerts van Bueren, President</td>
<td>Hollandia</td>
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<tr>
<td>2. Julia Ormio, Executive Secretary</td>
<td>Lara</td>
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<td>3. Richard Self, Member of Executive Committee</td>
<td>Gefion, Raven</td>
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<td>4. Terence Brownrigg</td>
<td>RNCYC, Member of Executive Committee, Honorary Life Member</td>
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<td>5. Werner Deuring, Member of Executive Committee</td>
<td>Severn</td>
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<td>6. Ronald Palm, Member of Executive Committee</td>
<td>Mystery</td>
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<tr>
<td>7. Guy-Roland Perrin</td>
<td>Class Measurer, Technical Committee</td>
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<tr>
<td>8. Kjell Myrann, Member of Technical Committee</td>
<td>Sira</td>
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<tr>
<td>9. His Majesty King Harald V, Honorary President</td>
<td>Sira</td>
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<tr>
<td>10. Diane V. Palm</td>
<td>Venture II, Quest</td>
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<td>11. Guy Jones</td>
<td>Yquem, Ranja</td>
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<td>12. Gilmour Manuel</td>
<td>Saskia</td>
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<td>13. Jack Ross Gifford</td>
<td>Miss U</td>
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<td>14. Werner Deuring</td>
<td>Severn</td>
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<td>15. Murdoch McKillop</td>
<td>Saskia, Lafayette</td>
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<td>16. Mark DeCelles</td>
<td>Gefion, Raven</td>
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<td>17. Chris Mitchele</td>
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<td>18. John Mitchele</td>
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<td>19. Jed Dodge</td>
<td>Aluette</td>
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<td>20. John Fowler</td>
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<td>21. Dave Lindsey</td>
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<td>22. Roel van Merkesteyn</td>
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<td>23. Ed Gyles</td>
<td>Norseman</td>
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<td>24. Richard Self</td>
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<td>25. Ralph Reimann</td>
<td>Iskareen</td>
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<td>26. Ced Gyles</td>
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<td>27. Seraina Pruente</td>
<td>SNG</td>
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<td>28. Bryan Gooderham</td>
<td>RCYC</td>
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<td>29. Egil Wold</td>
<td>Jury</td>
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<td>30. Jim Gretsky</td>
<td>12mR Class</td>
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## PROXIES

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<tr>
<th>Proxy</th>
<th>Name</th>
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<tr>
<td>1.</td>
<td>John Lammerts van Bueren</td>
<td>Timo Saalasti</td>
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<td>2.</td>
<td>John Lammerts van Bueren</td>
<td>Peter Wilson</td>
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<td>4.</td>
<td>John Lammerts van Bueren</td>
<td>Tim van Rootseilaar, Ruut van Hilst</td>
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<td>5.</td>
<td>John Lammerts van Bueren</td>
<td>Pekka Raatikainen, Staffan Tallqvist, Mikael Stelander</td>
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<td>6.</td>
<td>John Lammerts van Bueren</td>
<td>Antti Toukolehto</td>
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<td>7.</td>
<td>John Lammerts van Bueren</td>
<td>Morten Tenvig</td>
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<td>8.</td>
<td>John Lammerts van Bueren</td>
<td>Natalie Ahlström</td>
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<td>9.</td>
<td>John Lammerts van Bueren</td>
<td>Lars Ingeberg</td>
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<td>John Lammerts van Bueren</td>
<td>Christopher Courage</td>
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<td>John Lammerts van Bueren</td>
<td>Angelo Mazzarella</td>
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<td>John Lammerts van Bueren</td>
<td>David Myatt</td>
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<td>14.</td>
<td>John Lammerts van Bueren</td>
<td>Harri Roschier, Markus Roschier</td>
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<td>15.</td>
<td>Werner Deuring</td>
<td>J.C. Marchand</td>
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<td>16.</td>
<td>Werner Deuring</td>
<td>Stihl Rüdiger</td>
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<td>Fred Meyer</td>
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<td>Werner Deuring</td>
<td>Peter Novak</td>
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<td>Werner Deuring</td>
<td>Jean Fabre</td>
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<td>Werner Deuring</td>
<td>Daniel Carl Heine</td>
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<td>22.</td>
<td>Werner Deuring</td>
<td>Andreas Lockbrunnert</td>
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<td>23.</td>
<td>Werner Deuring</td>
<td>Richard Herve</td>
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## APOLOGIES

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<th>Name</th>
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<tr>
<td>1. David Vieira</td>
<td>Chairman of Technical Committee</td>
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<tr>
<td>2. Fred Meyer</td>
<td>Honorary Life Member, Catina VI</td>
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<tr>
<td>3. Christopher Courage</td>
<td>Helen</td>
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<td>4. David Myatt</td>
<td>Erica</td>
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<td>5. Peter M. Johns</td>
<td>Frances</td>
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<td>6. Jean Fabre</td>
<td>Yquem II</td>
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1. OPENING OF THE MEETING

1.1 Notice of the Annual General Assembly having been properly given the President turned the meeting over to the Executive Secretary to act as Chair and Guy Jones to act as recording Secretary of the meeting.

1.2 Terence Brownrigg presented a plaque to retiring President and Honorary Life Member John Lammerts van Bueren in appreciation of his many years of work on behalf IEMA.

2. MINUTES OF LAST MEETING

2.1 Minutes of the 2015 Annual General Assembly were approved.

3. ANNUAL ACCOUNTS OF 2015

3.1 Treasurer Jean Fabre was unable to attend and the Executive Secretary presented the report in his absence and reviewed the revenues and expenses. It was noted that there is approximately €29,200.00 in the IEMA account.

4. TECHNICAL COMMITTEE

4.1 Guy-Roland Perrin presented the report on behalf of the Technical Committee.

4.2 Guy-Roland Perrin advised that the International Eight Metre Class Rating Rule and Measurement Instructions have now been formally approved by World Sailing (ISAF). He highlighted changes including that the 8.7 rating now applies to yachts designed prior to January 1, 1960, subject to the provisions set out in the Rule. A copy of the presentation is attached to the minutes.

4.3 Guy-Roland Perrin reminded the members that when they consider amending the Rules that they also consider how such changes can be checked or enforced.

4.4 John Lammerts van Bueren discussed a possible code of conduct to follow when approaching the Technical Committee. He advised that he would forward, in his personal capacity, the document to the Executive when completed.
5. **SIRA CUP RULES**

5.1 A proposal for amending the SIRA Cup Rules, drafted by John Lammerts van Bueren and Kjell Arne Myrann was sent to the members on July 10, 2016 by email and posted on the IEMA website. There was a prolonged discussion of the proposed Rules, including the issue of use of hydraulics and sheathing the hull with fibre glass and epoxy. A copy of John’s and Kjell’s proposal is attached.

5.2 Jack Gifford spoke to the meeting with regard to Avia Wilmot’s proposed Eight Metre “Prelude” which is a 1937 Olin Stephens design.

5.3 After further discussion a draft motion was developed by Terence Brownrigg, the final wording of which was to be formalized by Terence Brownrigg in consultation with the Executive.

5.4 The motion as formalized was as follows:

The proposed document submitted by John Lammerts van Bueren, dated June 25, 2016 along with the additions mentioned by him at the Annual General Assembly and to be set out in Version 5.1 of the document are accepted as a base. All boats currently in class and currently eligible for the SIRA Cup will be grandfathered with effect from August 25, 2016. Any request for revisions will be submitted to the Technical Committee for consideration by October 31, 2016. Any changes then proposed by the Technical Committee will be the subject of members’ vote by email between January 1 and January 30, 2017.

Moved by Murdoch McKillop

Seconded by Richard Self

Carried with one dissenting vote by Miss U

6. **WEBSITE**

6.1 There was a discussion about the IEMA website and members were encouraged to use it.
THE INTERNATIONAL EIGHT METRE ASSOCIATION

7. **FUTURE PROGRAMS**

7.1 His Majesty King Harald V of Norway advised that the 2017 IEMA World Championship and Annual General Assembly will be held in Hanko, Norway between July 10th and 20th. Twenty yachts have already committed to attend and many more are expected.

7.2 Roel van Merkesteyn, Commodore of the Langenargen Yacht Club, Germany, gave a presentation regarding the 2018 IEMA World Championship and Annual General Assembly. It will be held approximately July 1-7, 2018. There will be a three day regatta to be held approximately one month prior to the World Championship which could be used as a tune up regatta for the World Championship.

7.3 Murdoch McKillop advised that planning is already well under way for the 2019 World Championship and the Annual General Assembly to be held in Cowes, U.K. It is expected that it will be held on or about July 20 – 27, 2019.

7.4 Jim Gretsky advised the membership that the “Metrefest Regatta” was being held in early June 2017 and invited Eight Metres to attend.

7.5 Manuel Gilmour advised that the Sewanaka Corinthian Yacht Club was interested in holding the 2021 Eight Metre World Championship and Annual General Assembly.

7.6 No bids have been received to date for the 2020 World Championship and Annual General Assembly.

8. **ELECTION OF OFFICERS**

8.1 Terence Brownrigg assumed the Chair for the purpose of the election of class officers and advised that the only candidates for election as class officers were those proposed by the nominating committee. Accordingly the following were appointed for 2016-2017:

<table>
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<tr>
<th>Executive Committee</th>
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<tr>
<td>President</td>
<td>Julia Ornio (FIN)</td>
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<tr>
<td>Executive secretary</td>
<td>Guy Jones (CAN)</td>
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<td>Treasurer</td>
<td>Seraina Prunte (SUI)</td>
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<td>Technical Committee</td>
<td>David Vieira (POR)</td>
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<td></td>
<td>Ron Palm (USA)</td>
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<td>Werner Deuring (AUT)</td>
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<td>Richard Self (CAN)</td>
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<td>Terence Brownrigg (GBR)</td>
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9. OTHER BUSINESS

9.1 Moved by John Lammerts van Bueren, and seconded by Julia Ormio, that Cedric Gyles Jr. and Richard Self be thanked for the fine job they did in organizing the 2016 IEMA World Championship and Annual General Assembly.

Carried Unanimously

9.2 Immediate past President John Lammerts van Beuren presented Diane Palm with the Virginie Heriot Trophy, in recognition of her many years of involvement with and assistance to the Eight Metre fleet. Diane thanked the President and Association.

10. CLOSE OF MEETING

10.1 The meeting was closed at 1:00pm.

Julia Ormio
President

Guy Jones
Executive Secretary
8m Technical committee

2016 report
Toronto
1 RULE AND DURATION

Fourth paragraph
Amend to read:
“A yacht which has had her displacement shape of the underwater part of her hull, position of the rudder post, or freeboard changed, as a result of reconstruction, shall be measured in respect of waterline length and freeboard, in accordance with the rules current at the time the alteration was made. A yacht laid down prior to January 1st, 1960 (and without modifications as defined above) is permitted a maximum rating of 8.07 metres using the rating formula of rule 2.”
6. DRAUGHT & UNDERWATER APPENDAGES

6. DRAUGHT & UNDERWATER APPENDAGES  (see Measurement Instructions 4 and 5)
Amendment : Title and add at end:
"No more than two movable appendages are permitted. No movable appendage, or part thereof, shall be affixed forward of the 0.55 girth station. Winglets on the keel, if fitted, shall be fixed and incapable of being adjusted in trim or being retracted while sailing. A fairing strip shall not constitute a movable appendage provided that:
(a) it is not controllable
(b) it is flexible
(c) it provides fairing only onto the movable appendage and
(d) its chord length is less than 150mm or its spanwise length of contact with the movable appendage is less than 10% of the span of the movable appendage."
15. MAXIMUM HEIGHT OF FORE-TRIANGLE
Measurement Instruction 29 (MEASUREMENT OF SAIL AREA)

15. MAXIMUM HEIGHT OF FORE-TRIANGLE AND LIMIT TO SIZE OF BALLOON JIBS
(see Measurement Instruction 29)
Add at end:
The spinnaker may be suspended from a point not more than 100 mm above the top point of the
foretriangle and not more than 50 mm forward of the mast.

MEASUREMENT INSTRUCTIONS

Measurement Instruction 29
(MEASUREMENT OF SAIL AREA (for Bermudian sloops and cutters only))

Area of fore-triangle and limit of headsails
I.
Amend 3rd paragraph to read:

Where the foremost headsail is set flying or without attachment to the forestay the height I shall
be measured to where the line of the luff when extended cuts the foreside of mast or topmast. If
the point of attachment of any contrivance suspending the head of the spinnaker is above the top
of the normal fore-triangle, the measurement of I shall be taken to that point.
**Spi halyard attachment**

The purpose of this rule (as used in the 5.5m) is to give a little more space for the fitting related to the headstay attachment, the jib halyard and the spinnaker halyard.

Rule 19. Spinnaker

...The spinnaker may be suspended from a point (bearing point) not more than 100mm above the forestay and not more than 50mm from the surface of the mast.
Rule 25:
Proposal not correct, see minutes of 2004 Assembly for what was decided:
CURRENT
The maximum number of persons on board during a race shall be 6. The above is for international racing, each National Authority may make its own rules for local racing.

25 CREW
“For a yacht laid down prior to January 1st 1960, the maximum number of persons on board during a race shall be 7. For a yacht laid down on or after January 1st 1960 the maximum number of persons on board during a race shall be 6.”
22. SCHEDULE OF EQUIPMENT

Special notes for yachts of the 8m Rating Class

iv  A cabin top shall be fitted. The average height of the cabin top, measured to the outside, shall not be less than 0.15 m over a minimum area of 2.2 m². The mast shall not go through the cabin top, the carlings or beams shall not go across the space. The scantlings for the cabin top shall be the same as the adjacent deck. A skylight is optional, but a hatch forward of the mast shall be fitted.

(Any yachts ordered before February 1927 do not need to have a cabin, but a skylight. Thickness of the cabin roof should be 15 mm, sides 25 mm)
Subject: The Sira Cup Rules
June 25th, 2016

Dear members,

For the past 33 years, the classic 8-Metres have been racing for the Sira Cup. Over these years the Deed of Gift remained our governing document, but the class developed and the fleets and level of competition grew. With that increase the need for rule clarification emerged more than once resulting in AGM Rulings and acceptance of precedents set. To date the latter two have not been formalised in a set of Rules to govern this so important Trophy.

IEMA Technical Committee member Kjell Myrann and I have drafted the following Sira Cup Rules. The goal was to provide a clear set of rules where no currently active member yacht is excluded and the where those same rules will provide a solid platform for our members to work from. Of course, over time, they may need fine tuning, but in order to make this possible IEMA needs a starting point which currently does not exist.

It is my intent to present these rules to the general assembly in Toronto. If before that time you have any questions or suggestions than please do not hesitate to contact me.

Leaves me to wish you fair winds and beam reach for the remainder of the season. I look forward to seeing you at the Royal Canadian Yacht Club in August.

Best wishes,

John Lammerts van Bueren
President
The Sira Cup

Year of origin: 1939
Donated: 1983

Donated by: His Majesty The King of Norway Olaf V
The Kongelig Norsk Seilforening

Owner of the trophy: The International Eight Metre Association

Qualifying yachts: All Int. 8-Metres built and/or designed prior to 1960 holding a valid certificate of rating and complying with this Deed of Gift and Rules of the Sira Cup.

Pre-amble
The spirit of the Sira Cup is best described in the first sentence of the Deed of Gift:

"It has been a pronounced wish that the change of rules resolved last year should not have a too destructing effect on the 8mR's constructed according to the past rule".

Honouring the wish and the spirit in which His Majesty King Olaf of Norway donated the Sira Cup, these Rules define what is regarded to have a possible destructive effect on the boats. This is by no means an undisputed science, however the guiding principles of what has a destructive effect on the boats all relate to the distortion and loads that are imposed on yachts of old wooden constructions.

The Sira Cup has been raced for since 1983, the rules for what is permitted and not, have been governed by the Deed of Gift and Rulings made by the General Assembly of the International Eight Metre Association. With these Rules and Rulings, the aim is to be permissive rather than restrictive, aiming to include the current fleet of yachts as we know it. These Rules also aim to control less desirable developments and modifications to the yachts which could have the destructive effect on the yachts to which the said Deed of Gift refers. With that view the currently qualifying boats are not permitted to modify anything following a grandfathered yacht.
Deed of Gift

"It has been a pronounced wish that the change of rules resolved last year should not have a
too destructing effect on the 8mR’s constructed according to the past rule. KNS have therefore
in agreement with IEMA donated a cup to be named SIRA Cup, donated July 19, 1983 by his
Majesty King Olav V to be raced for by all recognised 8mR yachts designed and built before
1960 and answering to the rule of the old 8mR requirements. The SIRA Cup shall be held by
IEMA and raced for in accordance with above and detailed instructions from IEMA, if possible at
the same time as the World Cup.
Hankø, July 26, 1983

The story behind the SIRA Cup

In 1939, Crown Prince of Norway Olav, was travelling in the U.S.A. with his wife, Crown Princess
of Norway Martha. In his absence the great Norwegian yacht designer Johan Anker sailed the
Crown Prince’s Eight Metre Sira in the Kattegat Cup that year, which Sira had also won the year
before in Marstand. Young Erik Anker was on board as a crew member. Subsequent to the
Kattegat Cup in 1939, during the national Championships, Erik’s father had to go to Oslo for a
few days and young Erik Anker Skippered Sira and won the series and the Cup, established by
K.N.S.

When Crown Prince Olav returned from the USA he graciously allowed young Erik Anker to
keep the Cup as a souvenir. For 44 years, from 1939 to 1983 the Cup was under the tender care
of Eva, Erik’s wife. During the Eight Metre World Cup races at Hankø, Norway in 1983, the first
modern 8-Metre participated and dominated the races. His Majesty King Olav V and Erik Anker
generously decided to donate the Cup to the best classic Eight Metre yacht designed before
1960 as a sentimental gesture, hoping that it would stimulate the classic 8-Metres to continue
to compete at the Int. 8-Metre World Cup.

As an aside, although not specifically stated in the letter from Erik Anker, the grapevine has it
that the only one who did not wholeheartedly support the idea was Erik’s wife who, for 44
years, had polished the Cup and carefully tended to its prominent display in their living room.
1.0 In order to qualify for the Sira Cup, an International 8-Metre yacht shall have a valid and current certificate of rating and comply with these Rules for the Sira Cup.

2.0 Hull design and construction
The hull design shall originate prior to January 1st 1960, alterations to these designs made after this date and/or alterations made by anyone other than the original naval architect are not permitted.

2.1 New construction of classic Int. 8-Metres
Yachts may be built new to such existing designs, subject to its construction being traditional carvel in wood, conforming to the Lloyd’s Rules and Regulations for the construction and classification of yachts of The International 8-Metre Class Valid for 8-Metres built between 1921 and 1949. A copy of these Lloyd’s Rules is published on the IEMA Website.

2.2 Keel shape
The shape of keels shall not be modified. Wing keels are not permitted. Those yachts having modifications made to hulls prior to June 19th 2003 are grandfathered and are accepted for competition. Grandfathering of any yacht may be withdrawn if further modifications are made and/or hull measurement in the certificate of rating are changed. The following procedure shall then apply: “Modifications made after June 19th 2003 shall be submitted to the IEMA Technical Committee, who shall make a recommendation to the general assembly for approval for the yacht to compete for the Sira Cup”.

2.3 Rudders
In order to qualify for the Sira Cup yachts shall not have split rudder and keel configurations and shall have no more than one movable underwater appendage. Spade rudders are not permitted. The rudder is not considered a displacement part of the hull and modifications to the rudder design and shape are therefore permitted.
2.4 Truncated transoms and stems
Truncated, modified or cut transoms and stems are not permitted unless completed prior to January 1st 2004. Those yachts having transoms and stems truncated before January 1st, 2004 shall be grandfathered.

2.5 Mast & fore stay position
The mast & forestay position may be modified. The resulting J-Measurement shall however not exceed 4950mm.

2.6 Material use and sheaved hulls
Existing yachts having fibreglass or epoxy sheathed hulls prior to September 1st 2016 are permitted.

After September 1st 2016 no new glass reinforced epoxy or fibreglass sheathing hulls shall be permitted. New constructions shall be of traditional construction and shall not be sheathed.

2.7 High modulus fibres
The use of carbon fibre or any other high modulus fibre, structural or non-structural, is not permitted in the hull.

3.0 Sails

3.1 There are currently no restrictions on material use.

3.2 Panel orientation
There are currently no restrictions on panel orientation

4.0 Deck fittings
There are no restrictions on deck fittings and hardware.

4.1 Hydraulics
The use of hydraulics for sail and rig adjustments is not permitted during racing.
5.0 Rigging and spars

5.1 Standing Rigging
The standing rigging shall be in steel wire or alloy steel rod.

6.0 Scoring
The winner of the Sira Cup is the classic 8-Metre answering to the Deed of Gift and complying to these Rules of the Sira Cup with the best result in the overall score of the championships. There is no separate low point scoring table, the score is calculated using the actual points from the overall score.

7.0 Inspection
The IEMA Sira Cup Inspection Committee shall comprise of two or more members of the IEMA Technical Committee. At least 2 days prior to the opening ceremony of the event, owners shall make their yachts available for inspection. The Committee shall establish and inform the International Jury of its findings and make a recommendation regarding the eligibility for each individual yacht prior to the opening of the event.

The Inspection Committee reserves the right to check the compliance of the yachts and its equipment at any time during the Championship. The owners of the yachts shall permit unrestricted access to IEMA TC Members for the duration of the event. If required by the IEMA TC, all 8-Metres wishing to compete under these Rules shall permit and facilitate an on shore visual inspection of the underwater body. A single IEMA TC member may perform this inspection. The owner of the yachts shall permit and grant unrestricted permission to the inspecting TC member(s) to enable any detailed photography and the taking of measurements other than those required for the International 8-Metre Class Certificate of Rating. The Inspection Committee may request original and current photos and/or current drawings of the hull. If deemed necessary, the Inspection Committee may request the hauling out of the yachts for underwater inspection. Any costs of the inspection and/or hauling out shall be borne by the owner.

8.0 Government of Rules
The IEMA Technical Committee governs the Sira Cup Rules. Amendments, if any, shall be submitted to the IEMA AGM and The Kongelig Norsk Seilforening (KNS), who shall act as the final arbiter in case of dispute over these rules.
9.0 Technical guidance

Owners of yachts embarking on a restoration, refit or new construction of an 8-Metre aiming to race for the Sira Cup are encouraged to submit their plans to the IEMA TC. The TC will review such plans and assist owners and yards guiding them through the implementation of the 8-Metre Vintage Rules, Lloyd's scantlings as well as the Class Rules of the Int. 8-Metre Class.

Draft version 5.0
Date: 25 June 2016
John Lammerts van Bueren
IEMA President