



THE INTERNATIONAL EIGHT METRE ASSOCIATION

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



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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.



THE INTERNATIONAL EIGHT METRE ASSOCIATION

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.



THE INTERNATIONAL EIGHT METRE ASSOCIATION

The Sira Cup Rules

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.



THE INTERNATIONAL EIGHT METRE ASSOCIATION

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.



THE INTERNATIONAL EIGHT METRE ASSOCIATION

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.



THE INTERNATIONAL EIGHT METRE ASSOCIATION

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