



EIGHTM@IL

The irregular newsletter of the International Eight Metre Association

Dear Eightmetre friends,

For most of us the season is over, time to reflect on the events of the past year. The World Cup in Geneva was attended by 29 boats from 12 countries and 3 continents. Then there is the exiting number of new built projects, 7 in total, 3 modern Eights, 3 Classics and 1 Spirit of Tradition. On the restoration front we see Asagao, a 1908 gaff 8-Metre which has been restored and launched this summer in Sweden. Glana was restored and re-joined the fleet at the SNG shortly before the World Cup and close to 10 more restorations are currently underway. At the IEMA general Assembly the plans for the coming years have been finalised and Ron Palm and Peter Groh were elected as vice presidents of IEMA and the technical committee has been strengthened by metre boat and AC technical expert Ken McAlpine. I will try to summarise on the most features, it's been a while since your last Eightma@il dropped on your electronic doormat so this might turn out as a lengthy one.



Fleur de Lys & Lafayette

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The International 8-Metre World Cup

For the second time, the Société Nautique de Genève hosted the 8-Metre World Cup. Since 1998 things have moved on in Geneva, with the powerful performance of Team Alinghi the Swiss Yacht Club is now the holder of the America's Cup. The Club house was undergoing major surgery which unfortunately was not completed for our World Cup but the sailing conditions were good, in my experience much better than in 1998 and that alone compensated for any inconvenience ashore. With 29 entries, the 2004 World Cup ranks among the best attended Championships in the past years. As usual the World Cup is also the event that brings



out the best in owners, crews and yards as old boats are restored to former glory and moderns are updated and prepared with new keels and rigs.

First of all there was *Norseman*, Ced Gyles shipped her over from Toronto as an ambassador for the 2005 World Cup at the Royal Canadian Yacht Club. She had a prominent mooring right next to the terrace and bar and was undoubtedly the single most crowded boat at the event. Jean-Claude Marchand had his *Glana* (1946, Knud Reimers) restored and she looked absolutely stunning. Fitted out with new wooden spars, a new deck and shiny new hardware this



Ced Gyles had shipped his *NORSEMAN* (1930, William J. Roue) over from Toronto to participate in the 2004 World Cup .

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famous light air flyer was among the prettiest at the event. Another stop & stare boat was *Froya* (ex. *Turid*), owned by Peter Groh. *Froya* (1938, Bjarne Aas) was restored at the yard of Josef Martin on the shores of Lake Constance. Josef has probably restored and refitted more 8-Metres than any other yard in the world but in his shed there is no such thing as routine or compromise, with every project the bar is raised and *Froya* is again another masterpiece, not just very pretty but also dangerously fast. Emily came over from Portugal and sported new spars from Alaskan Sitka Spruce. David Vieira had redesigned the rig to allow a shorter boom and easier handling. The new rig improved her performance but retained the amazing grace of this famous William Fife 1924 Olympian. For the first time ever we had an entry from Japan as Yutaka Kobayashi chartered the Fauroux designed *Dora*. Yutaka has commissioned a new Johan Anker designed 8-Metre at Absolute Restorations and *Dora* was a great way to get a feel for the sailing and fleet.

The Winning Team

The World Cup and Coppa d'Italia was won by the team from Holland on Jos Fruytiers *Lafayette*. Despite the fact they didn't win a single race, *Lafayette* lead the overall score from day two until the end but with extremely tight margins and a highly competitive fleet she never had a dull

moment. Philip Crebbin was in top shape but favourite *Fleur de Lys* was on their heels and often ahead in the race. However, despite *Fleurs* three 1st places, she failed to sail sufficiently consistent to take the silver home. *Aluette*, helmed by Peter Groh was fast, very fast. Peter took two firsts and kept on breathing down *Fleur de Lys* and *Lafayette's* neck. How extremely tight and compe-



The winning team: *Lafayette* crew (Owner Jos Fruytiers holds the World Cup)

titive between these three boats it was very visible from the score, *Lafayette* won the championships with 15 pts, and *Fleur de Lys* and *Aluette* tied with 16 pts for second and third. The new keel designed by Ian Howlett under *Lafayette* was ready just 2 weeks before the event, a great credit to her designer goes to the excellent performance



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Coupe Cartier four time winner *Bona* from Italy

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Action at windward mark. ANGELITA from Germany (Kiel / Baltic Sea)

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and indeed to Phil Crebbin for tuning the new configuration in record time. The first local boat from Geneva was *Gitana Sixty*. Sailed exceedingly well she was the surprise of the event for me. Sporting her conventional keel she didn't give away any points to local rivals; *Yquem*, *Gefion* and *Sarissa*. *Spazzo* was again the beauty of the modern fleet but couldn't find her way up front and ended 7th. Could we have a World Cup without Ron Palm? Guess not and yes he was there again with his *Mystery*, she is not known for light air performance and suffered in the days with thin winds.

The Coupe Cartier was sailed for the last time under the current rules. The inspection of the boats has become too complicated and time consuming and admittedly arbitrary. With an amazing quality fleet all boats ended up racing scratch and the victory again went to *Bona* from Italy. Giovanni Mogna and his crew were never threatened apart from race 5 when Fred Meyer got a bullet and *Bona* finished 5th. Fred won a well deserved second and *Carron II* finished third overall. *Elsinor* was chartered out to the Gstaad Yacht Club and had a great start with a second on day one. Unfortunately they couldn't hang in there for too long. Other contenders were *Angelita* from Germany, *Suzette* from France, *Ali Baba* from Italy, *Emily* from Portugal and *Glana* from Switzerland.



Sira Cup winner *CUTTY TWO* from France

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The Sira Cup went to France. *Cutty Too* performed exceedingly well and took the trophy home with a second for *Froya*, a third for *Sphinx* from Finland, a fourth for *Norseman* from Canada and fifth for *Peter Wilsons If* from England. In La Trinité it was decided to separate the Coupe Cartier from the Sira Cup as a one year trial. This meant that the vintage boats racing for La Coupe Cartier did not score for the Sira Cup. In hindsight this was probably not a wise decision although it opened up the chances for other boats to win the Cup. The downside is the weakened competition and potential dividing of the classic fleet which has always been (and should remain) the core of the fleet.

The Rule One fleet consisted of *Edit* (Mylne, 1911), *Silhouette* (Fife, 1910), *Elfe* (Rasmussen 1911), *Sposa* (Von Hacht 1912) and *Folly* (Nicholson 1909). These boats are the public's favourite, with their beautiful gaff rigs and bowsprits they carry some 120m² sail to windward while displacing just over 6 ton. German Frers came over with his *Folly* and was probably one of the extreme examples. All these Rule One boats are real light air flyers but performance wise in troubles when the wind fills in. The Trophy went to Willi Wagners *Edit* with *Silhouette* coming second and *Elfe* taking third.

Looking back the event provided good sailing with light to moderate winds on most days. The scoring



First Rule winner *EDIT* from Germany (Lake Constance)

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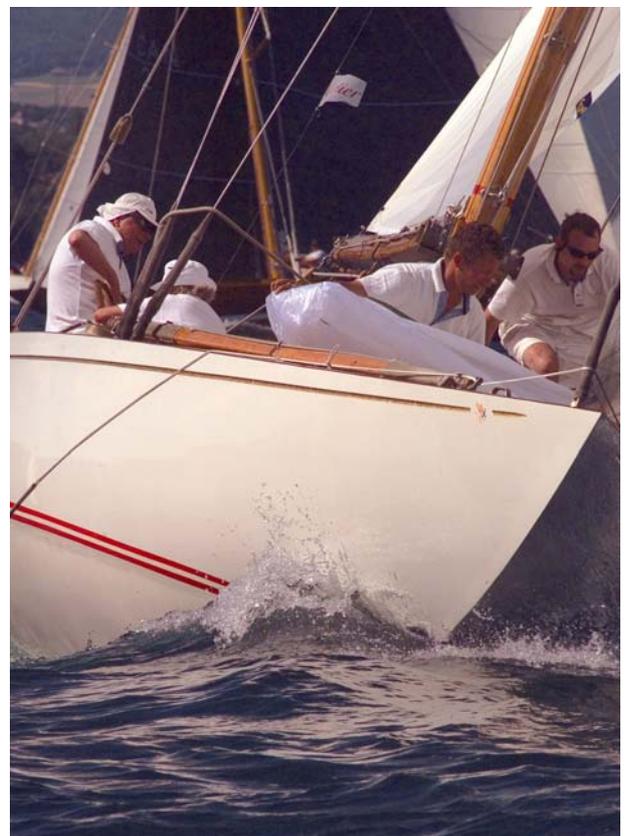
First Rule boats *SILHOUETTE*, *FOLLY* (front) and *ELFE II* (back)

(photo: www.jrtphoto.com)

for the Sira Cup and the First Rule Cup was initially mistaking causing confusion when it was corrected shortly before the prize giving. I hope this has not cast a cloud over the event for those affected. Personally, I can't help looking back through rose coloured glasses as winning the World Cup and the Coppa d'Italia was fantastic. We had a great crew of good friends who often stayed up way too late. No doubts Phil Crebbin was the best possible man at the tiller, he certainly knows the ropes on an Eight and was in top shape. This was his fifth time winning the 8-Metre World Cup, a record hard to beat. Lafayette is known to perform well in strong winds but again suffered in light airs with some 5 to 10m² less sail area than the local boats. Winning the championships without winning a race says it all and for the defence of the World Cup and the Coppa d'Italia a new 8-Metre is build to the design of Doug Peterson and Ian Howlett. Lets see how the Lion from Amsterdam does next time around in Flensburg and Toronto !

The IEMA General Assembly

The assembly was held in Geneva and well attended. All major fleets were represented and a wide variety of issues were discussed. The minutes of meeting are attached.



Local Coupe Cartier boat *CATINA VI* with owner Mr. Fred Meyer at the helm.

(photo: www.jrtphoto.com)



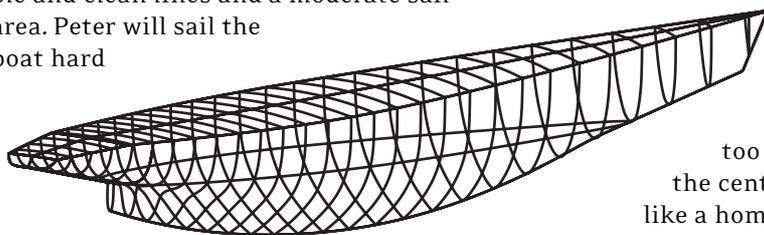
The Racing Calendar was confirmed upon as follows

- 2005
 - World Cup** - Royal Canadian Yacht Club(Toronto)
 - European Championships** - Flensburg (Germany)
- 2006
 - World Cup** - Lindauer Segler Club (Lake Constance, Germany)
- 2007
 - World Cup and Class Centennial** - Royal Northern & Clyde Yacht Club (Rhu, Scotland)
- 2008
 - Bid received from the Royal Norwegian Yacht Club

NEWS FROM THE FLEETS AND YARDS

England

Peter Wilson is building a new modern 8-Metre designed by Juliane Hempel. The keel is laid and Peter hopes to have her ready to race in Flensburg. Juliane is known for her 8-Metre design Spazzo and 6-Metre Contrapunkt. Peter's new boat incorporates what she has learned from these two designs; simple and clean lines and a moderate sail area. Peter will sail the boat hard



usual not sparing her a passage sail to mainland Europe. Her hull will be built in wood core using Sitka Spruce, mahogany and a single layer of glass. On the classic front the British fleet has been strengthened with Safir. This famous first 8-Metre of Marcus Wallenberg jr. from Sweden was bought by William Tolhurst and will be sailing the east Coast of England.

Italy

A new modern is about to leave the drawing board of German Frers Sr. in Milan. She will be built in aluminium for Mr. Mauro Merani. No time schedule is known although German hinted that next time

he would be back with a modern Eight. Whether that is Flensburg, Toronto or Lindau time will tell.

Finland

Silja is undergoing major surgery at the yard of Granström in Hanko. A new wooden keel, planking underwater and any repairs and replacements of frames that come with such a job. Nathalie Alhström will hopefully campaign her next year at Flensburg and Silja is amazingly quick so keep an eye out for the boat as once she's back on the water don't be surprised to see her right up the front row again.

Norway

The latest news is that His Majesty King Harald has re-launched his 8-Metre Sira after an extensive restoration. Sira will sail again with her wooden mast and new dacron sails joining both the Sira Cup she named as well as the vintage fleet sailing for the Coupe Cartier. Preliminary trials are planned for the end of the season and the work will be finalised over the winter. We can only hope Sira will be participating in the upcoming European Championships in Flensburg as most certainly the class is eagerly anticipating Sira's return to the racing course. A new all Norwegian restoration project is underway as Brand, the first Johan Anker 8-Metre was sold to Norway. This

1907 design is aimed to be ready to participate in the 100 years anniversary of the class. Pleiades of Rhu is also under reconstruction in Norway. Svein Olav Moe has taken on the project. I believe his time schedule too is to have her ready to participate at the centennial in Scotland in 2007. This will be like a homecoming for the old girl as on the Clyde she enjoyed her hey-days!

Germany

Josef Martin decided it was time for a new project and he is building a new classic 8-Metre designed by Starling Burgess. Abeking & Rasmussen has built 11 Eights to this 1928 design and only 5 survived. Following the exact original lines and offsets the Martin yard will build this powerful design as a vintage 8-Metre with wooden spars and dacron sails. The yard will probably need two years to complete the project and hopefully she will join the fleet for the 2006 World Cup in Lindau. In Northern Germany the Germania IV project is rumoured to be stepped up. Rolf Rathcke



Absolute Restauration · Anker design 1940 · J-1

has sold his Feo and is now concentrating on his famous A&R flyer. The new owner Dr. Hans-Peter Strepp from Kiel will join the fleet at Flensburg next year which after all is the home water of the Rathcke family.

Russia

St. Petersburg is turning out another 8-Metre. Mr. Alexey Rusetsky decided to build a new classic 8-Metre to the 1945 Tore Holm design which Lasse Widén has used earlier for his Birgit. For those who have not seen her in Helsinki, it is a very powerful design with an unusual combination of high displacement and large sail area. Below deck the boat has



St. Petersburg · RUS-1 Tore Holm design 1945

ample space for 4 bunks and standing headroom most of the way. A great example of the best in Scandinavian metre boat design. The same yard is working on the project and Timo Saalasti is closely following the project. The project is at the stage that half of the planking is on and the work seems to be progressing very well. I am not sure when she will be launched and if she will be in time for

Flensburg. One thing is sure, the class is very excited to greet the first Russian registered 8-Metre in about 70 years !

Portugal / Japan

Absolute Restorations, lead by David Vieira is building another new classic 8-Metre. This spectacular project was commissioned by Yutaka Kobayashi from Japan. Ankers design number is 453, indicating that this was the last boat he designed before he passed away. This is the fourth 8-Metre (re)build project at Absolute and the result is again a stunning display of fine workmanship. All fittings are custom cast, her spars are built in Alaskan Sitka Spruce and her deck will be in traditional Yellow Cedar. Yutaka is aiming to race with the vintage boats for la Coupe Cartier and this amazing boat will make her first entry at the 2005 European Championships in Flensburg. **Sweden**



Sweden; ASAGAO H-1 · Johan Anker 1908

Kjell Nilsson has completed the project rebuilding his Rule One 8-Metre Asagao. This lovely 1908 Johan Anker design now takes over the torch to be the Worlds oldest Int. 8-Metre afloat. To my records the project took about 4 years and the result is another wonderful gaff boat added to the gradually growing fleet of Rule One boats. Asagao will be sailing on the east coasts of Sweden. Congratulations Kjell for bringing this beautiful and important boat back to life !

Holland

The new addition to the Dutch classic fleet is the famous S&S design number 9, Conewago. She was bought from Canada by Raymond Dols who will restore her to her original configuration. This will



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Holland - HOLLANDIA II - Doug Peterson & Ian Howlett design 2004

be a major project as her stern was truncated and keel was redesigned by Britton Chance. The deck and cabintop will also be brought back to the original design. Undoubtedly this will be a project stretching over 2 years, possibly 3. Hopefully Raymond will have her ready for the Class 100 year anniversary in Scotland. Earlier on I have already written about Hollandia, the new modern designed by Doug Peterson & Ian Howlett for Ruud van Hilst and Jos Fruytier. She is under construction at Vels Jachtbouw in Medemblik. Build in woodcore composite from Sitka Spruce and glass. Hollandia will be ready for the coming events in 2005 and has the load on her shoulders to defend both the Coppa d'Italia in Flensburg and the World Cup in Toronto.

Canada

Near Toronto, the restoration project of Pandora by Jeff Cole and Tara Smith is progressing. Pandora is a 1938 Glenn Coates design. The project is major and includes partial replanking, reframing, a new deck and cabintop and a new rig. It is unlikely that she will be ready for the 2005 World Cup in Toronto. The Countouris family is meanwhile working on ACE, the 1928 designed Starling Burgess 8. This has been a total rebuild, the latest news is that she will make it for Totonto next season. James has sold his Jackeen to David Wolf who will campaign her actively.

Denmark

The Max Oetz Rule One 8-Metre Zenta (1909) is under restoration by Asger Hachman. He intends to bring her back to her old glory including the spectacular gaff rig. Another new 8-Metre is being built,

this time at the famous Walstaed yard. The boat will be build to an old classic Norwegian design but using modern materials. The last news I had is that the project is to start in spring next year. As and when news comes in I will let you all know.

U.S.A.

The best American news of the season came from Bruce Dyson as his Pleione was finally launched. This spirit of Tradition 8-Metre was designed by Jim Taylor. Above the waterline she resembles the lines of pre-war A&R boats like Windsbraut, taking a peak below the waterline, however modern Sarissa like boats seemed to be the inspiration. Bruce had a wonderful write up in Wooden Boat Magazine. He has certainly created a masterpiece and bringing this project to such a good end is admirable. His Pleione will make her debut to the Class at the 2005 World Cup in Toronto. Bruce and his team are excellent sailors and if the boat is as quick as she looks then she might just take a chance for the silver.



USA - PLEIONE - USA-38 Design Jim Taylor - Built by Bruce Dyson

France

Seems to be quiet for the moment. The restoration project on Wye is underway but may take more time than planned. Rumours of Gaston building a new 8-Metre seem unfounded, at least until someone comes along to buy his Fleur de Lys, still regarded as the best modern 8-Metre afloat. Gaulois has not yet recovered from her collision at Regates Royales last year in Cannes. The boat was severely damaged but at least to what I have heard she will be repaired and refitted to join the racing circuit again.



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Australia

Last but not least: Australia ! The most spectacular project of the year was the spirit of tradition design by Garry Lidgard for Jose de la Vega. She is classic above and modern below the waterline. To the casual onlooker she's a mid thirties vintage 8-Metre but when she's hauled out you find a wing keel and spade rudder. Jose was so happy with the boat that he commissioned a second one and I heard on the grapevine that another two are on the



Australia - JUANA - KA-8 Design Garry Lidgard - 2003

drawing board for other Australian sailors. On the restoration front there is Varg. She was bought in derelict condition by Kraig Carlstrom. Absolute Restorations has done the drawing work and has supplied the custom bronze fittings while Kraig is spending his time hanging upside down in the bilge to make her a structurally sound Eight again. Varg was also known as Norn and is a 1924 Johan Anker design.

Summarising the news we have three new moderns, three Classics and one spirit of tradition 8-Metre now under construction. Seven new boats of which the keel has been laid, I for one could not have dreamed that would happen in my time !!! In addition I know of some 10 restoration projects and on the drawing board we have another 3 new boats. Our regatta calendar is booked up until 2008 with enquiries and bids coming in for 2008 and beyond. The class is doing well beyond any doubt and I am very excited indeed to monitor all the projects. Glad that we have new officers on board our association as with all the projects and events coming up the workload increases. No doubt that our centennial in 2007 will show an all time record attendance.

Leaves me to thank all who came to the events this year and I look forward to greeting you on the water next season or ashore at the winter meetings ahead.

Best regards,
John Lammerts van Bueren
Executive Secretary IEMA

Impressum

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Editor: Fred Meyer - President IEMA
John Lammerts van Bueren - Executive Secretary IEMA

Layout: Stefan Ottjes - in2itiv media

Design: Marc Fiebelkorn

THE INTERNATIONAL EIGHT METRE ASSOCIATION

Gasthuisstraat 4 | 4161CC Heukelum | Holland

Tel: (+31) 345-619788 | Fax: (+31) 345-616905

E-mail: eightmetre@ixs.nl | Website: <http://www.8mr.org>



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8-Metre World Cup

Final Results - Société Nautique Genève
3 - 10 July 2004 - Lac Léman

Pos	Name	Sail No.	Owner	Helmsman	Design	Year	Points	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7
1	Lafayette	NED-2	Jos Fruytier	Phillip Crebbin	Jacques Fauroux	1986	15	5	2	2	3	2	3	3
2	Fleur de Lys	FRA-29	Gaston Schmalz	Jacques Fauroux	Jacques Fauroux	2002	16	7	5	1	1	6	2	1
3	Aluette	SUI-11	Peter Groh	Peter Groh	Jacques Fauroux	1997	16	1	7	3	4	3	1	4
4	Gitana Sixty	SUI-60	Camilla Langoux de Rothschild	Jacques Fauroux	Jacques Fauroux	1986	24	9	1	5	6	1	9	2
5	Yquem	SUI-8	Jean Fabre	Manuel Stern	Pelle Petterson	1985	28	6	4	6	2	4	4	6
6	Geflon	SUI-7	Benoit de Gorski	Pierre-André Bonjour	Ed Dubois	1988	32	3	3	8	7	8	6	5
7	Spazzo	GER-10	Wilfried Beck	Eckhard Kaller	Juliane Hempel	1998	35	4	9	4	5	4	5	8
8	Sarissa	SUI-10	Jacques Mazet	Jacques Mazet	Ed Dubois	1989	39	2	8	9	9	9	4	7
9	Mystery	CAN-33	Ron Palm	Ron Palm	Pelle Petterson	1984	46	8	6	7	8	4	8	9
10	Bona	I-16	Giovanni Mogna	Giovanni Mogna	Vittorio Baglietto	1934	65	12	11	10	11	6	11	10
11	Cutty Tou	FRA-25	G&A Minos	Minos	Charles Nicholson	1930	72	11	4	13	10	14	12	12
12	Froya	Z-9	Peter Groh	Bjarne Aas	Bjarne Aas	1938	77	10	13	12	22	18	13	11
13	Catina VI	SUI-11	Fred Meyer	Fred Meyer	Vittorio Beltrami	1936	82	16	14	18	20	5	15	14
14	Sphinx	FIN-4	Annti Toukolehto	Annti Toukolehto	Gustaf Estlander	1928	90	20	18	20	14	7	14	17
15	Carron II	SUI-3	Fondation Bellerive	William Fife III	William Fife III	1935	91	18	12	14	12	4	16	19
16	Norseman	CAN-2	Ced Gyles Sr.	Ced Gyles Sr.	William Roue	1930	91	15	17	17	17	12	4	13
17	Dora	FRA-63	Yutaka Kobayashi (Charter)	Kokika Kobayashi	Jacques Fauroux	1987	94	13	10	11	23	DNS	7	DNS
18	Elsinor	SUI-12	Fred Meyer	Gstaad Yacht Club	Tore Holm	1930	96	14	20	15	24	15	17	15
19	If	GBR-27	Peter Wilson	Peter Wilson	Bjarne Aas	1930	103	17	16	16	18	20	OCS	16
20	Suzette	K-24	Jean-Jacques Malandain	Steven Urien	Charles Nicholson	1930	112	22	19	22	21	11	19	20
21	Angellita	GER-18	Claus Uwe Hodum	Juliane Hempel	Nicolas Potter	1930	112	21	22	21	19	13	20	18
22	Ali Baba	I-1	Adrian Bryner	Adrian Bryner	Vittorio Baglietto	1928	123	19	21	19	13	21	DNS	DNS
23	Edit	H-3	Wilhelm Wagner	Wilhelm Wagner	Alfred Mylne	1911	135	26	27	26	15	23	23	22
24	Silhouette	H-8	Carl-Heinz Otto	Lucas Hummler	William Fife III	1910	139	24	25	25	26	22	22	21
25	Elfe II	H-9	Andi Lochbrunner	Veronik Lochbrunner	Henry Rasmussen	1912	156	27	26	27	16	DNS	DNS	DNS
26	Giana	SUI-4	Jean-Claude Marchand	Jean-Claude Marchand	Knud Reimers	1946	156	25	23	23	DNS	25	DNF	DNS
27	Sposa	H-4	Andreas Gervé	Richard Gervé	Von Hecht	1912	163	28	DNS	DNS	25	26	24	DNF
28	Folly	9	German Frers	German Frers	Charles Nicholson	1909	180	DSQ	DSQ	DSQ	DSQ	DNS	DNS	DNS

RESULTS SIRA CUP

Pos	Name	Sail No.	Owner	Helmsman	Design	Year	Points	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7
1	Cutty Tou	FRA-25	G&A Minos	Minos	Charles Nicholson	1930	72	11	4	13	10	14	12	12
2	Froya	Z-9	Peter Groh	Bjarne Aas	Bjarne Aas	1938	77	10	13	12	22	18	13	11
3	Sphinx	FIN-4	Annti Toukolehto	Annti Toukolehto	Gustaf Estlander	1928	90	20	18	20	14	7	14	17
4	Norseman	CAN-2	Ced Gyles Sr.	Ced Gyles Sr.	William Roue	1930	91	15	17	17	17	12	4	13
5	If	GBR-27	Peter Wilson	Peter Wilson	Bjarne Aas	1930	103	17	16	16	18	20	OCS	16

RESULTS FIRST RULE CUP

Pos	Name	Sail No.	Owner	Helmsman	Design	Year	Points	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7
1	Edit	H-3	Wilhelm Wagner	Wilhelm Wagner	Alfred Mylne	1911	135	26	27	26	15	23	23	22
2	Silhouette	H-8	Carl-Heinz Otto	Lucas Hummler	William Fife III	1910	139	24	25	25	26	22	22	21
3	Elfe II	H-9	Andi Lochbrunner	Veronik Lochbrunner	Henry Rasmussen	1912	156	27	26	27	16	DNS	DNS	DNS
4	Sposa	H-4	Andreas Gervé	Richard Gervé	Von Hecht	1912	163	28	DNS	DNS	25	26	24	DNF
5	Folly	9	German Frers	German Frers	Charles Nicholson	1909	180	DSQ	DSQ	DSQ	DSQ	DNS	DNS	DNS

RESULTS COUPE CARTIER

Pos	Name	Sail No.	Owner	Helmsman	Design	Year	Points	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7
1	Bona	I-16	Giovanni Mogna	Giovanni Mogna	Vittorio Baglietto	1934	6	1	1	1	1	5	1	1
2	Catina VI	SUI-11	Fred Meyer	Fred Meyer	Vittorio Beltrami	1936	15	3	3	4	5	1	2	2
3	Carron II	SUI-3	Fondation Bellerive	William Fife III	William Fife III	1935	18	4	2	2	2	6	3	5
4	Elsinor	SUI-12	Fred Meyer	Gstaad Yacht Club	Tore Holm	1930	21	2	5	3	7	4	4	3
5	Angellita	GER-18	Claus Uwe Hodum	Juliane Hempel	Nicolas Potter	1930	29	6	7	6	4	3	6	4
6	Suzette	K-24	Jean-Jacques Malandain	Steven Urien	Charles Nicholson	1930	30	7	4	7	6	2	5	4
7	Ali Baba	I-1	Adrian Bryner	Adrian Bryner	Vittorio Baglietto	1928	36	5	6	5	3	7	DNS	DNS
8	Emily	K-1	Emily Syndicate	David Vieira	William Fife III	1924	51	8	9	9	DNS	8	7	DNS
9	Giana	SUI-4	Jean-Claude Marchand	Jean-Claude Marchand	Knud Reimers	1946	54	9	8	8	DNS	9	DNF	DNS

Equipment listing Modern 8-Metres

Rank	Name	Sail No.	Hull Design	Year	Keel design	Year	Hull	Spars	Sails
1	Lafayette	NED-2	Jacques Fauroux	1986	Jan Howlet	2004	Aluminium	Sparscraft	North 3DL
2	Fleur de Lys	FRA-29	Jacques Fauroux	2002	Jacques Fauroux	2002	GRP	Nordic	Elfström
3	Aluette	SUI-11	Jacques Fauroux	1997	Jan Howlet	1997	Aluminium	Sparscraft	Europ
4	Gitana Sixty	SUI-60	Jacques Fauroux	1986	Jacques Fauroux	1986	Aluminium	X	x
5	Yquem	SUI-8	Pelle Petterson	1985	Van Oossanen	2002	GRP	Nordic	North 3DL
6	Geflon	SUI-7	Ed Dubois	1988	Ed Dubois	1986	GRP	Nordic	North 3DL
7	Spazzo	GER-10	Juliane Hempel	1998	Juliane Hempel	1998	Wood	Speedwave	North 3DL
8	Sarissa	SUI-10	Ed Dubois	1989	Nelson Merck	1992	GRP	Proctor	Europ
9	Mystery	CAN-33	Pelle Petterson	1984	x	x	GRP	Proctor	North 3DL
17	Dora	FRA-63	Jacques Fauroux	1986	Jacques Fauroux	1987	Aluminium	Sparscraft	Elfström



The International Eight Metre Association

2004 IEMA GENERAL ASSEMBLY GENEVA - 7 JULY 2004

PRESENCE LIST

NAME

Fred Meyer	SUI	President (Catina VI & Elsinor)
John Lammerts van Bueren	NED	Executive secretary
Ken Schwenker	USA	Treasurer
Ralph Reimann	CAN	Vice President North America (Iskareen)
Tan Raffray	FRA	Vice President Europe (Hispania IV)
Juliane Hempel	GER	Technical Committee
David Vieira	POR	Technical Committee (Emily)
Terence Brownrig	GBR	Royal Northern & Clyde Yacht Club
Peter Groh	GER	Aluette & Froya & Maribell
Andi Lochbrunner	GER	Elfe
Jean Fabre	SUI	Yquem
Jos Fruytier	NED	Lafayette & Hollandia & Hollandia II
Nuoffer Pierre-Alexandre		SUI Carron II
Madame Quiroga	FRA	France
Gaston Schmalz	FRA	Fleur de Lys
Claus Uwe Hodum	GER	Angelita
Jean-Jacques Malandain	FRA	Suzette
Joe Balogh	CAN	Quest
Wilfried Beeck	GER	Spazzo & Windsbraut
Wilhelm Wagner	GER	Edit
Andreas Gervé	GER	Sposa
Gilles & Alain Minos	FRA	Cutty Tou
Lilli Toukolehto	FIN	Sphinx
Avia Willment	GBR	Amorevita & Siris
Yutaka Kobayashi	JAP	Dora II
Cedric Gyles jr.	CAN	Severn II
Cedric Gyles sr.	CAN	Norseman
Ronald Palm	USA	Mystery
Chris Mitchele	CAN	Thisbe
Diane Palm	CAN	Venture II
Dan Molloy	CAN	Severn II
Giovanni Mogna	ITA	Bona
Mario Lavazza	ITA	Licea
Pierre Bonjour	SUI	Gefion
Proxies to John Lammerts van Bueren		
Robbie Lindberg		FIN Wanda
Timo Saalasti	FIN	Sagitta
Nathalie Ahström	FIN	Silja
Marc Busschots	BEL	Ilderim
Observers and friends of the class		
Jacques Fauroux	FRA	Naval Architect
Nicolas Fauroux	FRA	Naval Architect
Tiziano Nava	ITA	Secretary Italy & Bona



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MINUTES OF MEETING 2004 IEMA GENERAL ASSEMBLY GENEVA - 7 JULY 2004

Opening

IEMA President Fred Meyer welcomes all to the 2004 IEMA General Assembly. He invites all attendees who have not paid their dues for this year to settle these with treasurer Ken Schwenker as only paid up members have voting rights.

Fred welcomes the new members of the IEMA; Yutaka Kobayashi from Japan, this year sailing Dora. Yutaka has a classic 8-Metre under construction at Absolute Restorations in Portugal and aims to join the racing fleet in the 2005 season. Furthermore Fred welcomes Peter Ertzberger of the Gstaad Yacht Club as a friend of the class. Peter has chartered Elsinor for this years World cup.

Election of Officers

John Lammerts van Bueren proposed Ken McAlpine as member of the TC. For those who have not met Ken; he is technical director of the International America's Cup Class as well as the Int. 12-Metre Class. Ken has a solid working relationship with the 8-Metre Class Measurer Guy-Roland Perrin and brings a wealth of knowledge on scantling issues as well as class rules. TC Chairman Ralph Reimann enthusiastically seconds John's motion.

A motion from the LOEMA is received, proposing Ron Palm as the Vice President for North America. John adds that this is a matter which should be decided by our North American members, and that the European members should abstain.

Terrence Brownrigg is appointed as Chairman of the Election Committee and after deliberations the following slate was accepted:

President:	Fred Meyer
Executive secretary:	John Lammerts van Bueren
Treasurer:	Ken Schwenker

Vice President Europe:	Peter Groh
Alternate vice president Europe:	Tan Raffray
Vice President North America:	Ron Palm
Secretary North America:	Chris Mitchelle

Technical Committee:	
Chairman:	Ralph Reimann
Secretary:	Timo Saalasti John Lammerts van Bueren
Measurer:	Guy-Roland Perrin Ken McAlpine
Members:	David Vieira Juliane Hempel

John thanks Ralph Reimann for his 10 year service as vice president for IEMA. Recalling that he has been instrumental in guiding the modern Fauroux boats back to class, developing the vision for the class as well as being a stable back bone in the association. Ralph will continue as Chairman of the TC. Ralph received an ovation from the assembly.



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Technical Committee

Ralph introduces the work done by the TC in the past year. The emphasis remains the uniform interpretation and application of the class rules. With an exiting number of new builds underway the TC is often called upon to explain class rules and their interpretations. With very bright naval architects working on designs, the TC is often challenged when class rules do not cover certain areas which appear to be against the interest of the class. Examples are the structural use of carbon fibre in the hull, tandem keels and use of 3 movable appendices.

John requests and receives a vote of confidence for the TC to make conservative rulings, which the TC perceives as being in the interest of the class. Some of these rulings will be submitted to ISAF as change or addition to the Class Rules.

John also mentions that, in cooperation with Ken McAlpine and Guy-Roland Perrin, a complete overhaul of the Class Rules will be prepared with an aim to close the loopholes that exist and incorporate what has been learned in the final era of America's Cup 12-Metre design. The matters almost exclusively apply to new modern 8-Metre designs and modifications of existing modern boats.

New Modern boat construction.

An exciting number of modern boats are on the drawing board or under construction. Adherence to scantling rules remains a concern. After consultation with ISAF the IEMA TC has asked Ken McAlpine and Guy-Roland Perrin to be available for plan approval and inspection of yachts according to the Lloyd's Rules. For the new 8-Metres designed by Garry Lidgard, Doug Peterson & Ian Howlett and Juliane Hempel this procedure is now used and to date found satisfactory.

For new builds the option to use Lloyd's, Veritas, Germanische Lloyd, ABS etc. remains open but with the current experience gained the IEMA TC strongly recommends taking the route of Ken McAlpine and Guy-Roland Perrin.

The recommended procedure is as follows:

- To send the detailed construction plans and panel weight calculations of the new 8-Metre to Ken McAlpine & Guy-Roland for their approval.
- Once approval has been received commence with building.
- A mid term building inspection is to be made to inspect construction as well as adherence to panel weights.
- A final inspection of the yacht after completion may be combined with the actual measurement to the International Rule.

The TC has received two motions from the LOEMA:

Motion (a)

Six of seven man crews

After discussion it was moved that the Vice President, North America representative be instructed to vote at the upcoming IEMA meeting that the 8-Metre rule for crew members be increased from six to seven. Moved Dick Mitchele, seconded Bart Meuring. Carried.

Motion (b)

8.07 Issue

After discussion it was moved that: The Vice President, North America of IEMA be instructed to recommend to IEMA to adopt a rating of 8.00 (salt) effective as soon as possible. Moved Bart Meuring, seconded Ron Palm. Carried.



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The 8.07 issue was discussed first. Ced Gyles explained the origins of the 8.07 when the added reinforcements in the boats added weight resulting in a lowered floatation. The reasoning we now find with modern sail fabrics and rigs is that despite the reinforcements the boats are still overloaded. It was generally agreed that cutting sailarea down to 8.00 in lieu of 8.07 will not change the overall score or significantly separate the moderns from the classics in a way different from what we see on the water today.

John feels the issue should be deferred as it concerns close to 100 measured 8-Metres. Having achieved this remarkable number his concern is that we might be pushing things too hard by asking all mainsails to be cut. In his view the minimum time span for such a rule to become affective is the life span of a main, for instance 3 years.

Peter Groh is not in favour as he is concerned that the decrease in sailarea will divide the classic and modern 8-Metres. Chris Mitchele notes that Thisbe has always measured 8.00 and remained a competitive 8-Metre in the Lake Ontario fleet.

Jacques Fauroux proposes to add a sailfactor in the rule, similar to what is in use with the 12-Metres.

Ced Gyles emphasised that it is not all that complicated to cut a "foot of the foot" of the main and supports a straightforward rule.

Wilfried Beeck suggested the TC to look into the measurement certificates and make an inventory of the consequences with the individual boats.

Ralph explains that the affects are not dramatically and on average means reducing the foot of the main by 6" or 150mm.

John concludes the discussion with a remark that we have lived with a confusion situation whereas the modern boats 8.00 were always measured salt and the classics 8.07 salt or fresh depending on the customs of the fleet. Bottom line is that we own Int. 8-Metres and not Int. 8.07-Metres.

John suggests all classic 8-Metres to measure 8.00 salt no later than the centennial in 2007. Seconded by Ced Gyles and upon vote this proposal was carried unanimously.

Motion (a) LOEMA

Six vs. Seven Crew.

Since 1984 the Notice of Race has overruled the class rules allowing 7 crew in lieu of 6 on the classic 8-Metres. This allows for a mast man and easier handling. The motion from LOEMA proposes to allow 7 and amend the class rules accordingly.

Ralph supports a universal application of the rule and if the assembly would vote for 7 than it should apply to all boats.

Terence Brownrigg mentioned that the Jury had received two requests for an extra crewmember on modern boats, both under 12 years in age. For the record Terence informs the assembly that this is not a matter for the Jury to decide upon.

Ced Gyles supports the 7 crew motion as it makes the boats more family friendly for both young and old.

John opposes the motion to apply on the modern boats as the 6 crew limit poses an extra challenge making these boats more interesting to sail. Ken Schwenker agrees.



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Motion Terence Brownrigg

The 6 and 7 crew have worked well for the past 21 years and that by itself indicates no reason for change. The Class Rule to be amended as follows:

CURRENT RULE 25. CREW

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.

NEW RULE 25. CREW

For all yachts designed prior to 1960, the maximum number of persons on board during a race shall be 7. For all yachts designed after 1960 the maximum number of persons on board during a race shall be 6.

Seconded by Cedric Gyles jr. and upon vote carried unanimously to be enforced for the coming season.

Treasurers report

Ken Schwenker reports that the association is financially in good shape with the balance of the US and Swiss accounts adding up to US\$ 43,378,-. Anyone interested in the detailed accounts should contact Fred Meyer or Ken Schwenker.

John mentions that we don't seem to have a plan on how to allocate funds. The aim for expenditure starting 2004 is covering the cost of a winter meeting for the IEMA officers and a monthly charge for secretarial cost. Secondly funds will be reserved for promotional activities for the class and the upcoming centennial in Scotland for which a brochure shall be made.

Ken adds that at forthcoming meetings a budget will be presented.

Fred mentions that a reserve should be in place in case a sponsor drops out. For 2004 the SNG donated Sfr 50.000. If a profit is made than the balance will go into the IEMA accounts.

Ken will produce a standard budget for championships for yacht clubs to comply to. This budget will also function as a guideline for the overall organisation.

The 2005 World Cup - Royal Canadian Yacht Club, Toronto

Dan Molloy introduces the event and the RCYC. Having organised the event twice before a committed and enthusiastic team will lead the event. The dates have been set for 13-20 August 2005. A brochure for the event was handed out. Extra copies can be applied for per e-mail to Dan Molloy at: dan@introdex.com

Ced adds that Norseman came over to Geneva to show their commitment to the class and the event. Although the logistics at times felt scary it can be done and he confirmed to be happy to share experience and contacts.

Fred adds that it will be important to keep on pushing and promoting the event. At best he expected some 4 boats to come over. John confirmed that Lafayette would be shipped. Gaston indicated that Fleur would be shipped over in case she has to defend the World Cup.

Future World Cups

The followings venues have been selected and approved:

2005	World Cup	Royal Canadian Yacht Club
	Coppa d'Italia	Flensburg, Germany
2006	World Cup	Lindau, Germany
2007	World Cup	Royal Northern & Clyde Yacht Club, Rhu, Scotland



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John conveys special greetings from Lars Chr. Dahl and the Royal Norwegian Yacht Club who have made a bid for the 2008 World Cup which will coincide with the 25th anniversary of the Sira Cup and the 125 anniversary of the KNS.

Fred mentions that we have not seen any boats from Norway at a World Cup for the past 20 years or so. John mentions that Sira is joining the fleet again and that the presence of his majesty the King of Norway will hopefully boost the local fleet again. Most certainly a World Cup in Norway will support the rebuilding of the local fleet and see a strong attendance from both Scandinavia and Germany.

It was decided to support a request to KNS to make a formal bid and proposal to be presented at the 2005 World Cup.

2006 World Cup (Lindau, Germany)

Andi Lochbrunner introduces the Lindauer Segler Club as a club with a long-standing tradition with 8-Metres. Lake Constance has a fleet of 13 Eights and an active racing programme. The LSC owns the 8-Metre Bayern as a Club yacht. Andi welcomes all sailors to the waters of Lake Constance, the local fleet will do all in its power to make it an unforgettable vent for all attending.

Flensburg 2005

Wilfried Beeck introduces the 2005 European Championships and Coppa d'Italia. A strong team of the Flensburg Segel-Club headed by Oliver Berking will head the organisation. The tune up event will coincide with the Robbe & Berking Classic festival. The Flensbrger Fjord is a natural frontier between Germany and Denmark and provides wonderful sailing and a great scenery. A CD introducing the event has been sent to all members.

The vintage 8-Metres - La Coupe Cartier

John introduces the subject. The current rules for the vintage 8-Metres sailing for the Coupe Cartier have become over complicated to the point that they are often confusing for the owners. The inspections are very time consuming and penalty decisions at time may appear to be arbitrary. With the time pressure to perform the measurement checks on all boats and on top the vintage inspections, Guy-Roland Perrin and John Lammerts van Bueren are no longer able to get the job done in the 2 days available prior to the events.

In an attempt to improve on this situation John LvB will draft new rules for the vintage boats. The new rule will be free from penalties or bonuses. This new box rule means that there will not be a time correction which will simplify the scoring.

The key items to identify vintage 8-Metres will be:

- All boats to answer to the deed of gift of the Sira Cup, PLUS:
- Wooden spars
- Dacron sails
- Traditional bronze fittings
- Use of vang and main sheet traveller system prohibited
- Main sail girth and batten length reduced
- High degree of authenticity in deck lay-out and super structures
- Winches to be bronze, self tailing winches prohibited
- Limit to J-Measurement of 4500mm
- Changes to the underwater body of the yacht prohibited
- No advertising other than the vent sponsors burgee pennant on the backstay
- Use of electronic instruments other than log and depth sounder prohibited



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With the new rules will come an owner's declaration. The draft rule is to be published before this year's end and finalised no later than March 2005. After the 2005 Coupe Cartier in Flensburg the new rule will be reviewed and if found satisfactory fixed for a period of 3 year.

SIRA CUP

Stefan Ottjes mentions that due to the separation of Sira and Vintage boats there are just four boats competing for the Sira Cup. Lilli Toukolettou adds that she does not like the separation and that many Scandinavian boats enjoy racing together with the vintage boats. Wilfried adds that it was mainly the performance of Bona that separated the fleets. Lilli makes a clear statement that Bona sails exceedingly well and that by any rule they deserve to win.

John concludes that the 2004 trial separating the vintage boats from the Sira Cup is not found satisfactory and will be reversed. Starting 2005 all vintage 8-Metres will again also qualify for the Sira Cup. This is indeed the only way to adhere to the Deed of Gift of the Sira Cup.

Other business

Peter Groh makes a statement that the class should reconsider the use of Carbon and Kevlar sails. They look terrible on the classic boats and the additional cost over traditional dacron does not justify the expected life span of the sails. In addition Bona has proved that one can beat modern fabrics with traditional dacron.

John added that he could support this view for the classic boats but that it would be up to Peter to rally for support among the owners and file a motion at the general assembly.

Jacques Fauroux makes a statement that both the SNT and the SNG have opted to overrule the deed of gift and rules of the World Cup in the Notice of Race and Sailing Instructions. This applies to the number of races and the length of the course. Jacques feels the organising Yacht Club should adhere to the Rules set.

Wilfried Beeck makes a statement that the procedures for application to host the 8-Metre World Cup need to be made clear in order to avoid a repeat of the situation which occurred with the proposed bid by the Kiel Yacht Club.

Adjournment

Fred Meyer thanks all for attending and wishes all sailors a good continuation of the event. The meeting is adjourned at 11:50h.

John Lammerts van Bueren
Executive secretary IEMA