



EIGHTMAIL

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THE IRREGULAR NEWSLETTER OF



THE INTERNATIONAL EIGHT METRE ASSOCIATION

Juanita AUS-8 Battling it out at the
2013 Helsinki Worlds

Credit: James Robinson Taylor

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Dear 8-Metre friends,

It has been a long time since I wrote an Eightm@il, too long I am told. The first one ever was written back in 1996. E-mail was not a common thing back then and the newsletter initially just had subscribers from Finland, Sweden and Germany. The last one was N° 40 in January 2007; for some reason I lost the inspiration to keep on going. Six years later I am sitting behind the laptop again, thinking about where to start. So much has happened, but I just spoke to Ralph Reimann and his words capture my mood best: "just take off the rear view mirror and look ahead". Well, that's the plan.

WELCOME BACK TO »»» YOUR EIGHTMAIL

"Six years later I am sitting behind the laptop again, thinking about where to start"

As your newly elected IEMA President, I am honored with the confidence given to me by the class. Over the years our association has had a handful of people taking on this job and stepping in their shoes won't be easy. I can't guarantee that I will be a good president, but I can guarantee that I will try hard. This is a great class, it all began 106 years ago, and if together we keep on sailing and maintaining the boats like we do today, then I'm pretty sure the class and the boats will outlive us all. 106 years is something, it makes you wonder what kept this class going for so many years. Beauty has to be a key element; our boats are so easy to love and enjoy. Each boat has a story to tell so as the tiller passes on from generation to generation, the stories continue to capture the imagination of sailors who realize it is now their turn to keep the old girls going.

But more than anything I believe that racing 8-Metres is what keeps them in better shape than

a clear coat of varnish. Racing means meeting your peers, pushing the boat hard enough to know if your winter jobs were up to standard, and adding new ones for the winter to come. Racing also means honing the skills of the crew, the team, and enjoying a clean turn at the corners. Racing inspires us all to maintain and improve our boats to do better in the coming seasons; racing is a reason to travel and meet new friends.

The regattas are our break from a work-a-day world and to my mind our class stands out for her true Corinthian spirit, with friends racing their boats for no other reason than the sheer joy of it. If there is anything that Julia Ormio and I will try to protect for our class it will be exactly that.

Wishing you all a merry Christmas, happy holidays, fair winds for the season to come.

John Lammerts van Bueren – President IEMA



CHANGING OF THE »»» GUARDS

At the AGM in Helsinki Fred Meyer ended his presidency of the International Eight Metre Association. Fifteen dedicated years long, he ran the class and oversaw the strongest postwar growth of the 8-Metre Class. There is no question of the enormous influence Fred had on the renaissance of our class. He was a member of the organizing committee of 14 World and four European Championships, and Chairman of the three Championships in Geneva. Fred pushed and promoted the class with a tireless drive and passion and last but not least, he developed a network around the IEMA of companies willing to support and sponsor the class, resulting in a financially sound association and well-funded championships. When I asked Fred to be available for election in 1998, IEMA was broke, literally with no cash, and with less than 15 paid up members. That year Fred turned the class around and showed us how to organize a Worlds. 1998 Geneva was magic, 28 boats on the line, tremendous press exposure worldwide, fantastic sailing, sound organization: a blue print of how things should be done. Fifteen

years later, we now know the whereabouts of some 200 Eights, we have 120 measured boats and around 100 dedicated 8-Metre starts around the world. It didn't come without growing pains, and some of them endangered the good fun and friendship we shared. Through it all Fred guided the class with wisdom, always taking a step back and weighing each decision on the overall effect it would have on the class. I was lucky to work very closely with him as I was IEMA secretary for 13 of his 15 year term. It made me think more than twice to accept my nomination as class president; those were some pretty big shoes to step in to. I won't be able to match Fred's skills in many fields, all I can do is try hard, and with his and your support I will try not to fail too often.

At the AGM Fred Meyer was elected as IEMA honorary life member and handed a silver plaque by our honorary president His Majesty King Harald of Norway. A fitting tribute to a man who has done so much for us all, for the class and for our sport.



THE NORDEA INT. »»» 8-METRE WORLD CHAMPIONSHIPS

What a fantastic week of sailing, we had it all: nine races planned and nine great races in. A great venue, a weather forecast which failed every day and gave us a better and different breeze to take us round the course, and last but not least, the kindest of people hosting the event.

We had 27 boats on the line from Finland, Sweden, Norway, England, Scotland, Switzerland, Canada, Holland, Russia, Japan and Australia: 11 countries, 4 continents. For a 106 year old class that is pretty exceptional. The oldest boat on the line was built in 1910, the newest was just launched last spring in Sydney. With a span of 103 years in evolution in yacht design, sharing the same starting line and scoring table is absolutely unique in this world.

It was a true joy for all of us to have a race committee who clearly cared for us, both the friendship and the boats. In today's world of media and commerce it is becoming increasingly rare to have a race committee clearly committed to serving the sailors, and not the other way around. Wind conditions were near perfect: the

lowest was eight knots, the highest 20, the ideal range for our boats. The sun was there for most of the days and sea conditions were good. It took some time to get used to the short and steep chop; tough to drive through and wet on the sharp end. The windward – leeward courses were set on a clean patch of water,, 1.2 to 1.8 miles between the marks depending on wind conditions. Gate on the leeward end, offset on the windward side. Two races per day and looking back, I think most of us there would agree that the sailing was so fantastic that we often wished for three on most days. Damage was limited this time around: Yquem had to retire with two broken spreaders in one race, and Wanda suffered from contact with Katrina, but no-one was hurt and none of the damage was beyond repair or prevented the boats from racing the day after.

The sailing was unquestionably the closest we have seen in decades, seriously crowded marks and endless change of leads. No-one got a bullet for free, but isn't that what a good boat race should be all about anyway?



SIRA N-33

We were honored by His Majesty King Harald of Norway competing with his beautiful Johan Anker designed Sira. His father received Sira back in 1938 and since then she has been cared for and raced hard by the Norwegian Royal family. Sira arrived in style sitting with mast up on

her cradle aboard the "Kongeskipet Norge". Norge is the old Philante, the mother ship for T.O.M. Sopwith's 1937 America's Cup challenge with Endeavour II. In 1947 she was the Norwegian people's gift to King Haakon VII, and today she is one of the three remaining royal yachts in

Europe. She is a yacht with a story to tell - her lines combine elegance with pride, she impresses without the slightest arrogance, and to my mind Norge is the expression of the deep rooted tradition and love for the sea of the Norwegian nation.

THE ROYAL YACHT NORGE



Sira competed in the largest category of the fleet, the classics, racing for the Sira Cup. 21 yachts put up a fierce battle with the most consistent top contenders for being Raven, Silja, Wanda, Luna and Sira with a few other having a bite at the silver in individual races. Raven was a clear favorite from the start, a well prepared quick boat, a well prepared experience top notch crew, good sails and a rig setup to match. Their dominance was clear but the competition is drawing in and if it wouldn't have been for a torn spinnaker the Sira would have taken a race away from them. Luna was there with veteran 8-Metre crack Philip Crebbin on board. Few if any know these boats like Phil and having him hang around in the cockpit certainly didn't hurt Luna's performance who took a well-deserved second place for the Sira Cup. Silja and Sira always seem to have a private battle between them and this year it was Sira's turn to show Silja a clean pair of heels. Wanda was always close, in the top but this must have been the closest racing we have seen in the classic fleet for a very long time. Incredibly busy at the marks and gates, truly exciting racing.

Jamie Robinson Taylor

This year's Neptune Trophy was won by Jan Willem Ypma's Falcon from Holland. Last year at her first outing in Cowes she clearly showed tremendous potential and placed third. This year she dominated the vintage fleet with an extraordinarily consistent series. Second were Tokiko and Yutaka Kobayashi from Japan on their 1940 Johan Anker design Aun, and third was Anne Sophie, sailed by Hanns-Georg Klein from Germany. Andi Lochbrunner raced his Elfe but regrettably he was on his own. Despite that knowledge, he shipped his 1910 A&R designed and built Eight from Germany and joined the party, giving us a great display of seamanship and sailing during the days when the conditions on the course must have been pretty hairy on board his 103 year old boat. The overall results were dominated by the modern boats.



"Rushhour at the windward mark"



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* Euromoney Annual Private Banking and Wealth Management surveys in 2009–2013.

Private Banking



JUANITA AUS-8

The surprise of this year came from Australia. Greame Wood decided to bring Juanita over and fit her out for racing in Europe. Juanita is a spirit of tradition boat, classic above the waterline and modern below. Looking at her in the marina you wouldn't expect her to have a wing keel, trim-tab and spade rudder, but that's what she has. It is always tough to come to a Worlds with a new

boat. Greame honed his crew work in Australia and had clearly put in the hours, however, being down under he didn't have the luxury to line up with the top competitive boats. Once the gun went she clearly showed potential, and there is no question in my mind that Juanita will be a force to be reckoned with for future regattas. The closest battle developed between the old rivals Yquem, Lafayette and Hollandia.



HOLLANDIA LEADING YQUEM ROUND THE WEATHER MARK

Yquem lost her rig during the worlds in Cowes and came to Helsinki with a new three spreader rig. It ended up as close as can be, with both Hollandia and Yquem taking four firsts. Hollandia had the more consistent regatta and won the 8-Metre World Cup and the Coppa d'Italia, with Yquem from Switzerland taking second, Lafayette from Scotland coming third, and Juanita from Australia taking fourth.



Julia Ormio with her daughter Ellen.
Julia is IEMA executive secretary and was chairman of the organising committee for the 2013 Worlds.

NORDEA PRIVATE BANKING 8 MR WORLDS 2013

OVERALL

Final Results as of 17:26 on August 3, 2013

Sailed: 9, Discards: 1, To count: 8, Entries: 27, Scoring system: Appendix A

RANK	FLEET	DIVISION	REGION	BOATNAME	SAILNOS	CLUB	HELM NAME	NAT	R1	R2	R3	R4	R5	R6	R7	R8	R9	TOTAL	NETT
1st	Modern		Coppa d'Italia	Hollandia	NED-1	RNCYC	Ruud VAN HILST	NED	1.0	2.0	2.0	1.0	1.0	(3.0)	1.0	2.0	2.0	15.0	12.0
2nd	Modern		Coppa d'Italia	YQUEM II	SUI-2	SNG	Jean FABRE	SUI	4.0	3.0 RDG	1.0	(28.0 DNF)	3.0	1.0	3.0	1.0	1.0	45.0	17.0
3rd	Modern		Coppa d'Italia	Lafayette	GBR-2	RNC	Murdoch MCKILLOP	GBR	2.0	1.0 RDG	(3.0)	2.0	2.0	2.0	2.0	3.0	3.0	20.0	17.0
4th		Sira Cup		RAVEN	CAN-25	RCYC	Bryan GOODERHAM	CAN	5.0	5.0	5.0	3.0	4.0	5.0	4.0	4.0	(10.0)	45.0	35.0
5th	Modern			Juanita	AUS-8	SASC	Graeme WOOD	AUS	3.0	4.0	4.0	6.0	5.0	4.0	(8.0)	6.0	4.0	44.0	36.0
6th		Sira Cup	Coppa d'Italia	Luna	FIN-17	HSS	Harri ROSCHIER	FIN	7.0	6.0	(8.0)	5.0	7.0	6.0	5.0	7.0	8.0	59.0	51.0
7th		Sira Cup	Coppa d'Italia	Sira	N-33	KNS	H.M. King Harald V of Norway	NOR	6.0	9.0	6.0	4.0	11.0	(15.0)	9.0	11.0	6.0	77.0	62.0
8th		Sira Cup	Coppa d'Italia	SILJA	FIN-9	NJK	Henrik Thelen	FIN	11.0	7.0	9.0	8.0	6.0	(28.0 DSQ)	6.0	10.0	5.0	90.0	62.0
9th		Sira Cup	Coppa d'Italia	Wanda	NOR-38	KNS	Magne BREKKE	NOR	10.0	8.0	7.0	7.0	9.0	(20.0 RDG)	11.0	12.0	7.0	91.0	71.0
10th	Neptune	Sira Cup	Coppa d'Italia	FALCON	K-20	KNZ&RV	Jan Willem YPMA	NED	(14.0)	10.0	10.0	10.0	14.0	14.0	7.0	5.0	9.0	93.0	79.0
11th		Sira Cup	Coppa d'Italia	Wyvern	GER-8	YC RA	Rudiger STIHL	GER	8.0	(17.0)	13.0	13.0	12.0	9.0	10.0	9.0	14.0	105.0	88.0
12th		Sira Cup	Coppa d'Italia	Sagitta	FIN-2	HSS	Timo SAALASTI	FIN	15.0	16.0	14.0	9.0	8.0	8.0	16.0	(18.0)	12.0	116.0	98.0
13th	Neptune	Sira Cup	Coppa d'Italia	Anne Sophie	GER-15	MYC	Hanns-georg KLEIN	GER	9.0	19.0	18.0	(20.0)	19.0	7.0	12.0	8.0	13.0	125.0	105.0
14th	Neptune	Sira Cup	Coppa d'Italia	CATINA VI	SUI-1	SNG	Fred MEYER	SUI	19.0	13.0	11.0	15.0	(20.0)	13.0	15.0	15.0	11.0	132.0	112.0
15th	Neptune	Sira Cup		Aun	J-1	RNCYC	Yutaka KOBAYASHI	JPN	(17.0)	12.0	12.0	14.0	17.0	12.0	13.0	17.0	17.0	131.0	114.0
16th		Sira Cup	Coppa d'Italia	Windy	FIN-8	HSS	Jyrki HALONEN	FIN	12.0	11.0	19.0	(28.0 OCS)	16.0	11.0	19.0	13.0	15.0	144.0	116.0
17th		Sira Cup	Coppa d'Italia	Carron	K-2	OS	Morten TENVIG	NOR	18.0	14.0	15.0	11.0	15.0	10.0	(20.0)	16.0	20.0	139.0	119.0
18th		Sira Cup	Coppa d'Italia	Ilderim	FIN-16	HSS	Mikael STELANDER	FIN	20.0	21.0	20.0	12.0	(24.0)	17.0	14.0	14.0	19.0	161.0	137.0
19th		Sira Cup	Coppa d'Italia	Katrina	FIN-14	HSS	Hannu KAHONEN	FIN	13.0	18.0	16.0	16.0	10.0	(28.0 DSQ)	24.0	28.0 DNC	18.0	171.0	143.0
20th		Sira Cup	Coppa d'Italia	Birgit	SWE-44	KSSS	Lars BLOMGREN	SWE	(22.0)	22.0	22.0	19.0	21.0	18.0	17.0	20.0	16.0	177.0	155.0
21st		Sira Cup	Coppa d'Italia	Astra II	RUS-4	HSS	Alexey RUSETSKY	RUS	16.0	15.0	17.0	(24.0)	22.0	20.0	23.0	22.0	21.0	180.0	156.0
22nd		Sira Cup	Coppa d'Italia	Sphinx	FIN-4	HSS	Antti TOUKOLEHTO	FIN	(28.0 DSQ)	23.0	26.0	17.0	18.0	23.0	18.0	21.0	24.0	198.0	170.0
23rd	Modern		Coppa d'Italia	Iroquois	FIN-12	ASS	Hasse KARLSSON	FIN	21.0	(26.0)	24.0	21.0	13.0	16.0	26.0	25.0	26.0	198.0	172.0
24th		Sira Cup	Coppa d'Italia	Vagspel	FIN-6	HSS	Kim WECKSTRÖM	FIN	23.0	24.0	(25.0)	18.0	23.0	19.0	21.0	24.0	22.0	199.0	174.0
25th		Sira Cup	Coppa d'Italia	IF	GBR-27	AYC	Peter WILSON	GBR	25.0	20.0	23.0	22.0	(26.0)	22.0	22.0	19.0	23.0	202.0	176.0
26th		Sira Cup	Coppa d'Italia	LARA	FIN-10	HSS	Julia ORMIO	FIN	24.0	(25.0)	21.0	23.0	25.0	21.0	25.0	23.0	25.0	212.0	187.0
27th	First Rule	Sira Cup	Coppa d'Italia	Elfe II	H-9	LSC	Andi LOCHBRUNNER	GER	26.0	(28.0 DNF)	28.0 DNF	25.0	27.0	24.0	27.0	26.0	28.0 DNC	239.0	211.0



NORDEA PRIVATE BANKING 8 MR WORLDS 2013

SIRA CUP

Final Results as of 17:29 on August 3, 2013

Sailed: 9, Discards: 1, To count: 8, Entries: 27, Scoring system: Appendix A

RANK	FLEET	DIVISION	REGION	BOATNAME	SAILNOS	CLUB	HELM NAME	NAT	R1	R2	R3	R4	R5	R6	R7	R8	R9	TOTAL	NETT
1st		Sira Cup		RAVEN	CAN-25	RCYC	Bryan GOODERHAM	CAN	5.0	5.0	5.0	3.0	4.0	5.0	4.0	4.0	(10.0)	45.0	35.0
2nd		Sira Cup	Coppa d´Italia	Luna	FIN-17	HSS	Harri ROSCHIER	FIN	7.0	6.0	(8.0)	5.0	7.0	6.0	5.0	7.0	8.0	59.0	51.0
3rd		Sira Cup	Coppa d´Italia	Sira	N-33	KNS	H.M. King Harald V of Norway	NOR	6.0	9.0	6.0	4.0	11.0	(15.0)	9.0	11.0	6.0	77.0	62.0
4th		Sira Cup	Coppa d´Italia	SILJA	FIN-9	NJK	Henrik Thelen	FIN	11.0	7.0	9.0	8.0	6.0	(28.0 DSQ)	6.0	10.0	5.0	90.0	62.0
5th		Sira Cup	Coppa d´Italia	Wanda	NOR-38	KNS	Magne BREKKE	NOR	10.0	8.0	7.0	7.0	9.0	(20.0 RDG)	11.0	12.0	7.0	91.0	71.0
6th	Neptune	Sira Cup	Coppa d´Italia	FALCON	K-20	KNZ&RV	Jan Willem YPMA	NED	(14.0)	10.0	10.0	10.0	14.0	14.0	7.0	5.0	9.0	93.0	79.0
7th		Sira Cup	Coppa d´Italia	Wyvern	GER-8	YC RA	Rudiger STIHL	GER	8.0	(17.0)	13.0	13.0	12.0	9.0	10.0	9.0	14.0	105.0	88.0
8th		Sira Cup	Coppa d´Italia	Sagitta	FIN-2	HSS	Timo SAALASTI	FIN	15.0	16.0	14.0	9.0	8.0	8.0	16.0	(18.0)	12.0	116.0	98.0
9th	Neptune	Sira Cup	Coppa d´Italia	Anne Sophie	GER-15	MYC	Hanns-georg KLEIN	GER	9.0	19.0	18.0	(20.0)	19.0	7.0	12.0	8.0	13.0	125.0	105.0
10th	Neptune	Sira Cup	Coppa d´Italia	CATINA VI	SUI-1	SNG	Fred MEYER	SUI	19.0	13.0	11.0	15.0	(20.0)	13.0	15.0	15.0	11.0	132.0	112.0
11th	Neptune	Sira Cup		Aun	J-1	RNCYC	Yutaka KOBAYASHI	JPN	(17.0)	12.0	12.0	14.0	17.0	12.0	13.0	17.0	17.0	131.0	114.0
12th		Sira Cup	Coppa d´Italia	Windy	FIN-8	HSS	Jyrki HALONEN	FIN	12.0	11.0	19.0	(28.0 OCS)	16.0	11.0	19.0	13.0	15.0	144.0	116.0
13th		Sira Cup	Coppa d´Italia	Carron	K-2	OS	Morten TENVIG	NOR	18.0	14.0	15.0	11.0	15.0	10.0	(20.0)	16.0	20.0	139.0	119.0
14th		Sira Cup	Coppa d´Italia	Ilderim	FIN-16	HSS	Mikael STELANDER	FIN	20.0	21.0	20.0	12.0	(24.0)	17.0	14.0	14.0	19.0	161.0	137.0
15th		Sira Cup	Coppa d´Italia	Katrina	FIN-14	HSS	Hannu KAHONEN	FIN	13.0	18.0	16.0	16.0	10.0	(28.0 DSQ)	24.0	28.0 DNC	18.0	171.0	143.0
16th		Sira Cup	Coppa d´Italia	Birgit	SWE-44	KSSS	Lars BLOMGREN	SWE	(22.0)	22.0	22.0	19.0	21.0	18.0	17.0	20.0	16.0	177.0	155.0
17th		Sira Cup	Coppa d´Italia	Astra II	RUS-4	HSS	Alexey RUSETSKY	RUS	16.0	15.0	17.0	(24.0)	22.0	20.0	23.0	22.0	21.0	180.0	156.0
18th		Sira Cup	Coppa d´Italia	Sphinx	FIN-4	HSS	Antti TOUKOLEHTO	FIN	(28.0 DSQ)	23.0	26.0	17.0	18.0	23.0	18.0	21.0	24.0	198.0	170.0
19th		Sira Cup	Coppa d´Italia	Vagspel	FIN-6	HSS	Kim WECKSTRÖM	FIN	23.0	24.0	(25.0)	18.0	23.0	19.0	21.0	24.0	22.0	199.0	174.0
20th		Sira Cup	Coppa d´Italia	IF	GBR-27	AYC	Peter WILSON	GBR	25.0	20.0	23.0	22.0	(26.0)	22.0	22.0	19.0	23.0	202.0	176.0
21st		Sira Cup	Coppa d´Italia	LARA	FIN-10	HSS	Julia ORMIO	FIN	24.0	(25.0)	21.0	23.0	25.0	21.0	25.0	23.0	25.0	212.0	187.0
22nd	First Rule	Sira Cup	Coppa d´Italia	Elfe II	H-9	LSC	Andi LOCHBRUNNER	GER	26.0	(28.0 DNF)	28.0 DNF	25.0	27.0	24.0	27.0	26.0	28.0 DNC	239.0	211.0

NORDEA PRIVATE BANKING 8 MR WORLDS 2013

FIRST RULE FLEET

Final Results as of 17:27 on August 3, 2013

Sailed: 9, Discards: 1, To count: 8, Entries: 4, Scoring system: Appendix A

RANK	FLEET	DIVISION	REGION	BOATNAME	SAILNOS	CLUB	HELM NAME	NAT	R1	R2	R3	R4	R5	R6	R7	R8	R9	TOTAL	NETT
1st	First Rule	Sira Cup	Coppa d´Italia	Elfe II	H-9	LSC	Andi LOCHBRUNNER	GER	1.0	(2.0 DNF)	2.0 DNF	1.0	1.0	1.0	1.0	1.0	2.0 DNC	12.0	10.0

NORDEA PRIVATE BANKING 8 MR WORLDS 2013

NEPTUNE FLEET

Sailed: 9, Discards: 1, To count: 8, Entries: 4, Scoring system: Appendix A

RANK	FLEET	DIVISION	REGION	BOATNAME	SAILNOS	CLUB	HELM NAME	NAT	R1	R2	R3	R4	R5	R6	R7	R8	R9	TOTAL	NETT
Rank	fleet	Division	Region	boatname	sailnos	Club	Helm Name	Nat	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Nett
1st	Neptune	Sira Cup	Coppa d´Italia	FALCON	K-20	KNZ&RV	Jan Willem YPMA	NED	2.0	1.0	1.0	1.0	1.0	(4.0)	1.0	1.0	1.0	13.0	9.0
2nd	Neptune	Sira Cup	Coppa d´Italia	Anne Sophie	GER-15	MYC	Hanns-georg KLEIN	GER	1.0	(4.0)	4.0	4.0	3.0	1.0	2.0	2.0	3.0	24.0	20.0
3rd	Neptune	Sira Cup		Aun	J-1	RNCYC	Yutaka KOBAYASHI	JPN	3.0	2.0	3.0	2.0	2.0	2.0	3.0	(4.0)	4.0	25.0	21.0
4th	Neptune	Sira Cup	Coppa d´Italia	CATINA VI	SUI-1	SNG	Fred MEYER	SUI	(4.0)	3.0	2.0	3.0	4.0	3.0	4.0	3.0	2.0	28.0	24.0





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|-------------------------|--------------------------|------------------------|
| 1. Niko Ahokas | 35. Daniela Mellin | 69. Toni Stoscheck |
| 2. Katariina Backman | 36. Lasse Mellin | 70. Benjamin Sundberg |
| 3. Sasse Berner | 37. Outi Merilä | 71. Andrea Söderholm |
| 4. Tea Ekengren-Saurén | 38. Harry Michelsson | 72. Andres Talts |
| 5. Ulrika Emmerstedt | 39. Marjo Moilanen | 73. Kristi Talts |
| 6. Harri Fagersted | 40. Timo Mustakallio | 74. Petra Talvio |
| 7. Bianca Gyllenberg | 41. Janne Mäki | 75. Juha Tammela |
| 8. Eki Heinonen | 42. Marja-Liisa Neuvonen | 76. Jaakko Tikanoja |
| 9. Sari Häkkinen | 43. Lars Nyqvist | 77. Tommi Tikanoja |
| 10. Henry Schein | 44. Julia Ormio | 78. Liisa Tuohimaa |
| 11. Maisa Hämäläinen | 45. Petteri Ormio | 79. Erik Wallin |
| 12. Sirpa Issakainen | 46. Sofie Parikka | 80. Anu Vauhkonen |
| 13. Antti Kaarto | 47. Arvo Paukkunen | 81. Petteri Vuorio |
| 14. Marika Kaipainen | 48. Jan Paukkunen | 82. Max Wuori |
| 15. Antti Karhunen | 49. Anu Pehkonen | 83. Panu Toppinen |
| 16. Kati Kleimola | 50. Ari Peltomäki | 84. Eero Toppinen |
| 17. Rolf Kokkola | 51. Lassi Peri | |
| 18. Tiina Korpiola | 52. Ossi Porri | JUNIORS |
| 19. Pepe Kortenieniemi | 53. Eero Prusila | 85. Essi Johansson |
| 20. Ilmo Kukkonen | 54. Kirsi Raatikainen | 86. Aurora Härkönen |
| 21. Anne-Maria Lehtinen | 55. Anna-Liisa Rajala | 87. Katri Kotiranta |
| 22. Marjut Leskinen | 56. Matti Rajala | 88. Sirre Kronlöf |
| 23. Robbie Lindberg | 57. Tiina Roschier | 89. Hanna Luoma |
| 24. Marina Lindberg | 58. Marika Rosenborg | 90. Aakko Ohto |
| 25. Johanna Lindfors | 59. Heikki Ruuhimäki | 91. Ellen Ormio |
| 26. Erica Lindholm | 60. Michael Röllich | 92. Mainio Ormio |
| 27. Irene Linnanvirta | 61. Juha Saari | 93. Anna Partti |
| 28. Lauri Lundström | 62. Juha Saaristo | 94. Markus Raatikainen |
| 29. Kata Lähdesmäki | 63. Sami Sailo | 95. Noora Raatikainen |
| 30. Harri Malasto | 64. Piret Salmistu | 96. Sofia Raatikainen |
| 31. Jussi Mankki | 65. Tom Schubert | 97. Tuukka Sailo |
| 32. Victoria Mankki | 66. Merita Soini | 98. Bea Stelander |
| 33. Auli Mattila-Möller | 67. Paula Stelander | 99. Ebba Stelander |
| 34. Anita Mellin | 68. Matti Sten | 100. Nicole Vikatmaa |



27 – 28 July HSS Helsinki

»»» 2013 SNG RÉGATE ANNUELLE EN MER

For two days a bit of Geneva was to be found in Helsinki, as the burgee of Société Nautique de Genève was flying over the clubhouse of the Helsingfors Segelsällskap. The annual regatta at sea is what maintains the eligibility of the SNG for the America's Cup, and in past years it has become a tradition to host the regatta in conjunction with the 8-Metre Worlds. The class is obviously delighted as it is a perfect warm-up for the Worlds, and again this year the full fleet competed. The conditions for the first race looked great, a nice 10 knt breeze and clear sky, but soon this turned around to the most challenging conditions for the race committee and sailors alike.

Half way up the first leg a sudden fog set in, and within 5 minutes visibility was reduced to under 100 metres. A fully unexpected ghostlike scenery developed, the windward mark was about a mile away. The boats that knew they were more or less on the rhumb line opted for timing the tacks and hoping to sight the mark. With a combination of

skill and good fortune Hollandia, Lafayette and Yquem all arrived at the mark at about the same time. But as the foghorns of the ferries blew in the near distance, the RC had no choice other than to cancel the regatta. Over the radio the sailors were asked to wait at the mark or wherever they could find a committee or security boat until a headcount could be made.

Once all boats were found safe, the committee escorted the fleet back to port. Halfway back the fog disappeared as quick as it came, and the day ended in glorious sunshine.

The second race was on Sunday. It took a while for the breeze to settle in but once it did it turned out a great day for boat race and the frontrunners for the upcoming World Cup were clearly identified. Unfortunately, the afternoon race was shortened in a dying breeze, but all in all it worked out as a good regatta for all involved and a great way to start the week.



**SIRA N-33 ROUNDING THE WEATHER
MARK IN THE FOG**



TRICKY NAVIGATION...

FINAL RESULTS FOR REGATA ANNUELLE EN MER SNG AT 2013

RANK	FLEET	DIVISION	REGION	BOATNAME	SAILNOS	CLUB	HELM NAME	NAT	R1	R2	TOTAL	NETT
1st	Modern		Coppa d´Italia	YQUEM II	SUI-2	SNG	Jean FABRE	SUI	3.0	1.0	4.0	4.0
2nd	Modern		Coppa d´Italia	Hollandia	NED-1	Royal Northern And Clyde Yacht Club	Ruud VAN HILST	NED	1.0	3.0	4.0	4.0
3rd	Modern		Coppa d´Italia	Lafayette	GBR-2	Royal Northern Clyde	Murdoch MCKILLOP	GBR	4.0	2.0	6.0	6.0
4th		Sira Cup	Coppa d´Italia	Luna	FIN-17	HSS	Harri ROSCHIER	FIN	6.0	5.0	11.0	11.0
5th		Sira Cup	Coppa d´Italia	SILJA	FIN-9	NJK	Nathalie AHLSTROM	FIN	5.0	8.0	13.0	13.0
6th	Modern			Juanita	AUS-8	Sydney Amateur Sailing Club	Graeme WOOD	AUS	2.0	12.0	14.0	14.0
7th		Sira Cup	Coppa d´Italia	Windy	FIN-8	HSS	Jyrki HALONEN	FIN	7.0	7.0	14.0	14.0
8th	Neptune		Coppa d´Italia	Anne Sophie	GER-15	MYC	Hanns-georg KLEIN	GER	10.0	9.0	19.0	19.0
9th	Neptune		Coppa d´Italia	CATINA VI	SUI-1	SNG	Fred MEYER	SUI	8.0	13.0	21.0	21.0
10th	Neptune		Coppa d´Italia	FALCON	K-20	Knz&rv Muiden	Jan Willem YPMA	NED	9.0	16.0	25.0	25.0
11th		Sira Cup	Coppa d´Italia	Sagitta	FIN-2	HSS	Timo SAALASTI	FIN	12.0	14.0	26.0	26.0
12th		Sira Cup	Coppa d´Italia	Carron	K-2	Oslo Seilforening	Morten TENVIG	NOR	11.0	18.0	29.0	29.0
13th		Sira Cup	Coppa d´Italia	Astra II	RUS-4	HSS	Alexey RUSETSKY	RUS	14.0	15.0	29.0	29.0
14th		Sira Cup	Coppa d´Italia	Sira	N-33	KNS	H.M. King Harald V of Norway	NOR	28.0 BFD	4.0	32.0	32.0
15th		Sira Cup	Coppa d´Italia	Katrina	FIN-14	HSS	Hannu KAHONEN	FIN	13.0	19.0	32.0	32.0
16th		Sira Cup	Coppa d´Italia	Sphinx	FIN-4	HSS	Antti TOUKOLEHTO	FIN	15.0	17.0	32.0	32.0
17th		Sira Cup		RAVEN	CAN-25	Royal Canadian Yacht Club	Brian GOODERHAM	CAN	28.0 BFD	6.0	34.0	34.0
18th		Sira Cup	Coppa d´Italia	Wyvern	GER-8	YC RA	Rudiger STIHL	GER	28.0 BFD	10.0	38.0	38.0
19th		Sira Cup	Coppa d´Italia	Wanda	NOR-38	KNS	Magne BREKKE	NOR	28.0 BFD	11.0	39.0	39.0
20th	First Rule		Coppa d´Italia	Elfe II	H-9	Lindauer Segler-Club	Andi LOCHBRUNNER	GER	18.0	22.0	40.0	40.0
21st		Sira Cup	Coppa d´Italia	Vagspel	FIN-6	HSS	Kim WECKSTRÖM	FIN	19.0	21.0	40.0	40.0
22nd		Sira Cup	Coppa d´Italia	LARA	FIN-10	HSS	Julia ORMIO	FIN	20.0	20.0	40.0	40.0
23rd	Modern		Coppa d´Italia	Iroquois	FIN-12	ASS	Hasse KARLSSON	FIN	16.0	25.0	41.0	41.0
24th		Sira Cup	Coppa d´Italia	IF	GBR-27	Aldeburgh Yacht Club	Peter WILSON	GBR	17.0	24.0	41.0	41.0
25th		Sira Cup	Coppa d´Italia	Ilderim	FIN-16	HSS	Mikael STELANDER	FIN	28.0 RAF	23.0	51.0	51.0
26th		Sira Cup	Coppa d´Italia	Birgit	SWE-44	KSSS	Lars BLOMGREN	SWE	28.0 BFD	28.0 DNC	56.0	56.0
26th	Neptune			Aun	J-1	RNCYC	Yutaka KOBAYASHI	JPN	28.0 DNC	28.0 DNC	56.0	56.0



FINAL RESULTS FOR REGATA ANNUELLE EN MER SNG AT 2013

FIRST RULE NEPTUNE

RANK	FLEET	DIVISION	REGION	BOATNAME	SAILNOS	CLUB	HELM NAME	NAT	R1	R2	TOTAL	NETT
1st	First Rule		Coppa d´Italia	Elfe II	H-9	Lindauer Segler-Club	Andi LOCHBRUNNER	GER	1.0	1.0	2.0	2.0
1st	Neptune		Coppa d´Italia	CATINA VI	SUI-1	SNG	Fred MEYER	SUI	1.0	2.0	3.0	3.0
2nd	Neptune		Coppa d´Italia	Anne Sophie	GER-15	MYC	Hanns-georg KLEIN	GER	3.0	1.0	4.0	4.0
3rd	Neptune		Coppa d´Italia	FALCON	K-20	Knz&rv Muiden	Jan Willem YPMA	NED	2.0	3.0	5.0	5.0
4th	Neptune			Aun	J-1	RNCYC	Yutaka KOBAYASHI	JPN	5.0 DNC	5.0 DNC	10.0	10.0

FINAL RESULTS FOR REGATA ANNUELLE EN MER SNG AT 2013

SIRA

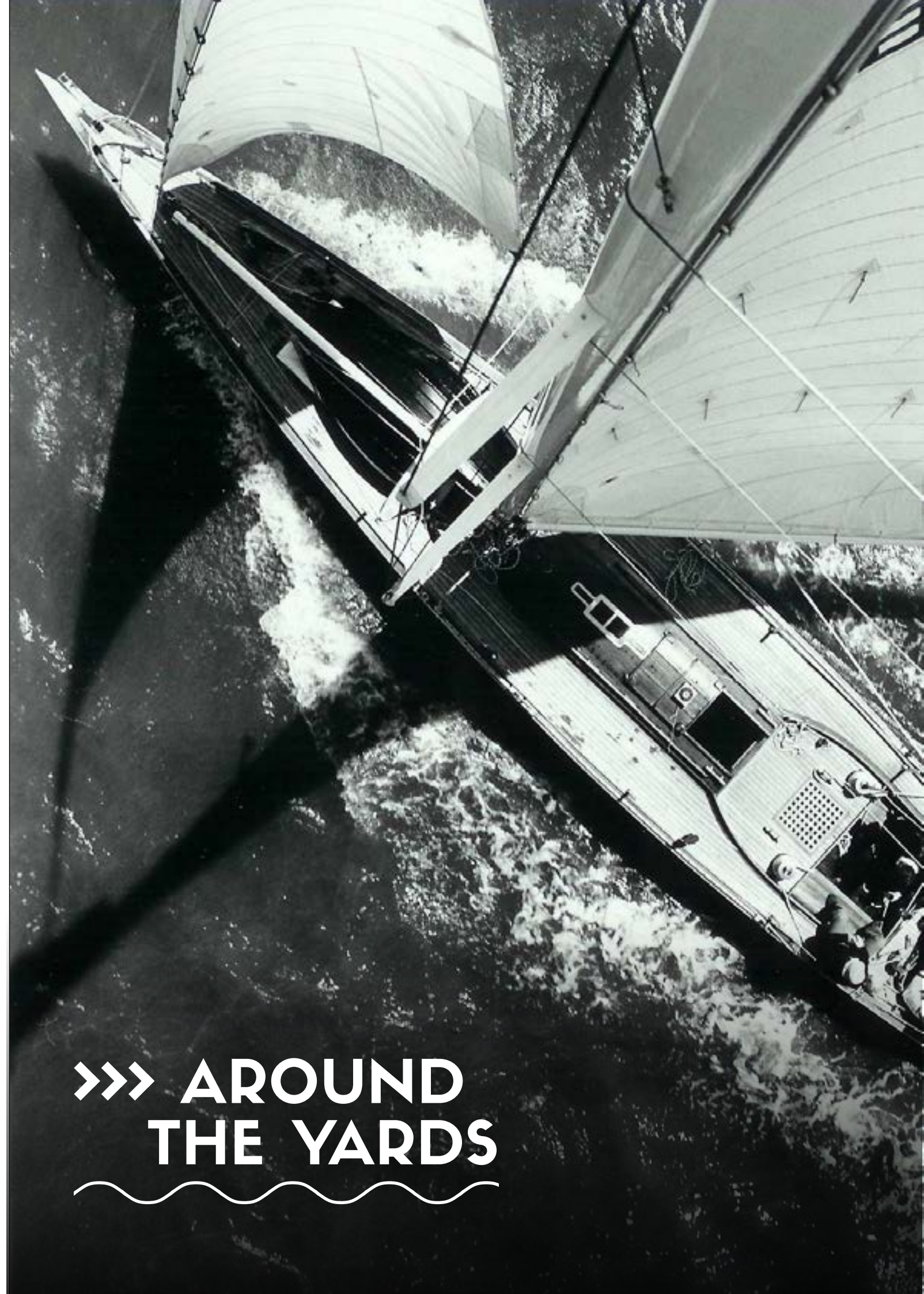
RANK	FLEET	DIVISION	REGION	BOATNAME	SAILNOS	CLUB	HELM NAME	NAT	R1	R2	TOTAL	NETT
1st		Sira Cup	Coppa d´Italia	Luna	FIN-17	HSS	Harri ROSCHIER	FIN	2.0	2.0	4.0	4.0
2nd		Sira Cup	Coppa d´Italia	SILJA	FIN-9	NJK	Nathalie AHLSTROM	FIN	1.0	5.0	6.0	6.0
3rd		Sira Cup	Coppa d´Italia	Windy	FIN-8	HSS	Jyrki HALONEN	FIN	3.0	4.0	7.0	7.0
4th		Sira Cup	Coppa d´Italia	Sagitta	FIN-2	HSS	Timo SAALASTI	FIN	5.0	8.0	13.0	13.0
5th		Sira Cup	Coppa d´Italia	Carron	K-2	Oslo Seilforening	Morten TENVIG	NOR	4.0	11.0	15.0	15.0
6th		Sira Cup	Coppa d´Italia	Astra II	RUS-4	HSS	Alexey RUSETSKY	RUS	7.0	9.0	16.0	16.0
7th		Sira Cup	Coppa d´Italia	Katrina	FIN-14	HSS	Hannu KAHONEN	FIN	6.0	12.0	18.0	18.0
8th		Sira Cup	Coppa d´Italia	Sphinx	FIN-4	HSS	Antti TOUKOLEHTO	FIN	8.0	10.0	18.0	18.0
9th		Sira Cup	Coppa d´Italia	Sira	N-33	KNS	H.M. King Harald V of Norway	NOR	18.0 BFD	1.0	19.0	19.0
10th		Sira Cup		RAVEN	CAN-25	Royal Canadian Yacht Club	Brian GOODERHAM	CAN	18.0 BFD	3.0	21.0	21.0
11th		Sira Cup	Coppa d´Italia	Wyvern	GER-8	YC RA	Rudiger STIHL	GER	18.0 BFD	6.0	24.0	24.0
12th		Sira Cup	Coppa d´Italia	Vagspel	FIN-6	HSS	Kim WECKSTRÖM	FIN	10.0	14.0	24.0	24.0
13th		Sira Cup	Coppa d´Italia	LARA	FIN-10	HSS	Julia ORMIO	FIN	11.0	13.0	24.0	24.0
14th		Sira Cup	Coppa d´Italia	Wanda	NOR-38	KNS	Magne BREKKE	NOR	18.0 BFD	7.0	25.0	25.0
15th		Sira Cup	Coppa d´Italia	IF	GBR-27	Aldeburgh Yacht Club	Peter WILSON	GBR	9.0	16.0	25.0	25.0
16th		Sira Cup	Coppa d´Italia	Illderim	FIN-16	HSS	Mikael STELANDER	FIN	18.0 RAF	15.0	33.0	33.0
17th		Sira Cup	Coppa d´Italia	Birgit	SWE-44	KSSS	Lars BLOMGREN	SWE	18.0 BFD	18.0 DNC	36.0	36.0



GREAT WEEK!

In the past I would
try to take you round
the yards in the
world, write about the
ongoing projects, new
moderns and classics,
restorations and refits. It
has been too long and
I can't pick up the ball
where I left it, but here
is what I have heard and
seen recently. If anyone
hears of any projects
worth mentioning then
please inform me, I'll
gladly try to include it in
the next issue.

»»» AROUND THE YARDS



HOLLAND

At Ventis they have been busy building new racing spars for Bera, Svanevit and Saskia and currently they are working on Conewago's new wooden mast. All these spars are built to a Juliane Hempel design. Over the years she has become the authority in Europe and beyond for wooden racing rigs, with her designs consistently taking the top three positions in the Neptune Trophy. This year the new mast on Saskia made her fly like never before, winning each and every regatta entered, but then again, the boys from Scotland took Lafayette rather than Saskia to Helsinki, so we will only know how fast she really is after next year in La Trinite-sur-Mer.



CONEWAGO

Raymond Dols bought Conewago many moons ago from Lake Ontario and engaged in a total refit and restoration to bring her back to her original glory. Conewago is an Olin Stephens, 1930, built at Minneford, City Island, for the Canada's Cup. She won this prestigious trophy, also known as the "Blue Ribbon of the Great Lakes" in 1932 and 1934. In the eighties Britton Chance redesigned her keel and cut her transom, hoping she would be quicker than before. I think the verdict on that is still out. For sure her name and fame derives from the days when she was the way that Olin designed her and that's the new aim. The transom is back on, the keel will be recast to original, she has a new Alaska yellow cedar deck, new cabintop and coamings: an enormous project.. She will be vintage, racing for the Neptune Trophy but Raymond is in no great hurry so it may take another year or two before we can welcome her back in the fleet.



HOLLANDIA IN BODRUM

The original Hollandia is close to completion at Metur Yachts in Bodrum, Turkey. Jos Fruytier bought her many years ago from Rostock in the former DDR with the aim to bring her back to original shape. Not much was left to work with and using as many of the old bits and parts as possible, the 1927 winner of the Coppa d'Italia emerged from the ashes. She has extraordinary graceful lines and was very quick in her day, also winning the silver medal at the 1928 Olympics in Amsterdam. Jos intends to cruise her with an occasional race or classic boat event. She will have a wooden mast and Dacron sails but further she will be Sira Cup like, very traditional but with a few modern and ease of crew handling touches. A very special boat with a tale to tell. More in Eightm@il Nr. 42.

FRANCE

The two main projects in France are Wye and a new Starling Burgess boat. After spending close to thirty years with Sigge Svenson in Stockholm, Wye was sold to Brittany and entered a huge restoration. New frames, deck work, etc. The rig was replaced with the former rig of Edmund Rothschild's Gitana Sixty. The work is almost completed and I can only hope that she will be ready to compete next year at La Trinite.



WYE

Wye has enormous potential, she was dominantly fast. Sigge bought her from the Clyde in the early seventies, sailing (and pumping) her across on own keel. His early regattas were not much to write home about, apart from one story: I was told that initially Sigge struggled to make her go and always ended up at the very back end of the fleet. One day Wye was so far behind that her fellow competitors went to the chandlery and, as a tongue in cheek gift, bought Sigge a set of navigation lights, just in case he would again finish after sunset. I may have the details wrong but who cares - "never ruin a good story with the truth"!

However, this may have inspired Sigge to set

the record straight, and in 1988 she won the Sira Cup, showing all his friends a clean pair of heels. Sigge later went on to build Gefion, the Ed Dubois modern rocketship that won the Worlds four times.

The other project in France is a new construction of an old classic 1928 design by W. Starling Burgess. A series of eleven boats were built to this design at Abeking and Rasmussen and together with three M-Class yachts, six 12-Metres, and some 30 Atlantic sloops they were shipped to owners at the NYYC. Of the Eights, three survive: ACE and Jackeen on Lake Ontario, and Wyvern on Lake Constance. An excellent and graceful design by the man who designed three consecutive America's Cup winners.



STARLING BURGESS

They have very powerful lines, great seagoing ability, and lots of space below. Their performance is excellent and in the right hands these boats are podium contenders. I lost contact with the owners and the pictures here are a few years old. If anyone knows more about them then please contact Julia or myself.

The activity in France is modest at present. We have the classics France and Helen racing in the Med and Hispania, Cutty, and Enchantment racing on the west coast.

SWITZERLAND

In Switzerland the two main projects of the past years have been the 1911 Johan Anker 8-Metre Taifun and the new racing spar for Catina VI. Taifun was bought from Portugal and found a new home on Lake Geneva. She went through a refit but unfortunately that is all I know. I believe she comes out for the classic events on Lake Geneva, but we haven't seen her at the World Cup for a while. Hopefully she will join again in the future. This very beautiful 1912 Olympic gold medalist is another boat with a tale to tell.



TAIFUN

Last winter Fabrice built a new mast for Catina VI. Her old mast was damaged in Flensburg with water retention under the fittings at the hounds that started decay. During the event Fabrice worked through the night to remove the bad part and scarf in the new, but Fred gave the order for a beautiful new mast for the winter to come.

CATINA VI

Fabrice did an amazing job with Canard developing a new wardrobe for her. The combination looked amazingly beautiful but was slightly off pace in the first days. It took some getting used to, but clearly the new rig holds a real promise for the future. Staying with rigs, Yquem (ex Fleur de Lyss) lost her mast during the 8-Metre Worlds in Cowes. Just one of those days when the runner didn't do its thing, and oops there it went over the side. Other than Jean Fabre's wallet, nothing or no-one was hurt.

GERMANY

The big news is that Germania IV is sailing. It's been a long time coming, but it was worth the wait. Rolf Rathcke bought her more than 10 years ago as Baltic Rose in Belgium. She had a shortened rig, cut transom and full IOR offshore conversion. It was a major undertaking to bring her back to class and racing shape. Congratulations are in place for bringing this great boat back to the fleet. I hope that soon we will see her back at the World Cup too. There seems no other yard news in Germany, but since I last wrote a new first rule boat joined the fleet on Lake Constance. Lucky Girl is a lovely 1912 William Fife design, she was restored by Fairlie Restorations. I am not sure how often she joins the local regattas but I heard she's out quite often. On the German notice board we have Spazzo and Windsbraut, both owned by Wilfried Beeck.



SPAZZO

He is spending most his time with floating the love of his life, the 12-Metre Trivia and has no time to sail his 8-Metres. Spazzo would be a great boat for anyone wanting to join the racing fleet, with a breathtakingly beautiful modern symphony built in clear varnished mahogany by Josef Martin. Windsbraut is a 1939 A&R sister of Germania IV, a

seriously high potential winner for either Sira Cup or Neptune Trophy. I haven't seen her for many years but I am told the boat is essentially in sound condition but in need of some tender loving care and a good wardrobe of sails. If you are interested or know of a potential new owner then please contact the IEMA secretariat.

GREAT BRITAIN

The new boat we have all been waiting for is the modern Jacques Fauroux design for Avia Willment. A cutting edge design, sporting a tandem keel and all imaginable “go fast features”. The project has been on hold for a while, but I am told the hull is finished and the aim will be to have her sailing at La Trinite-sur-Mer! Hopefully we will have some pictures to share with you soon. As I mentioned earlier, Murdoch McKillop’s Saskia has gone through a major refit at in Holland, with a number of frames & floors replaced and a new mast built. The UK fleet is slowly growing, with Athena racing just about any regatta possible. What a great boat she is! Peter Wilson made his way over to Helsinki with If, he has not missed a World Cup for 10 years or more. A large fire at his yard destroyed all the sails for his modern Ganymede, and whatever funds were left available went into rebuilding the yard and keeping If going.



GANYMEDE

Ganymede is now on the market. Let's hope there are some takers for this most modern boat of modern designs. She's available at a very modest price and whoever buys her will have a fantastic and affordable entry to the class. The sale of Ganymede will go towards keeping If in the racing circuit too, so please don't hesitate to pull out your checkbook, it will be nothing but good news for the class.

SCANDINAVIA

In Finland good old Ilderim (Tore Holm 1936) will enjoy yet another overhaul. Pettersson Boatyard in Suomenlinna island will do the work. Pictures will follow through the winter on the Ilderim Face Book page. Ilderim is a very special boat to me, it is the 8-Metre that introduced me to the class. Under ownership of Marc Busschots I raced and cruised her for almost 10 years.



ILDERIM

Marc sailed her out of Breskens on the Westerschelde delta, very challenging area to navigate with tides, sandbanks and major traffic going in to the port of Antwerp. But we all enjoyed

it thoroughly with Marc often keeping fresh lobsters in the bilge. As for other projects at the yards in Scandinavia I have rumors of all kinds, with some luck they will turn in to seriously exciting news by the time Eightm@il Nr. 42 comes out.

ITALY

The only news I have from Italy is that Vision, the most successful classic 8-Metre of the past 30 years, is in the yard but will possibly come back on the market. I haven't seen her for many years but I do recall she needed serious work but there is no question that she's worth every penny.. I don't have any info on her whereabouts, if anyone does then please contact Julia or myself. At the Lavazza yard I believe the restoration of Licea is ongoing. I hope to hear from that project in the coming months. Mario Lavazza also restored Bona, that seemingly unbeatable boat. She has been in hibernation for too long, let's hope that Giovanni Mogna brings her out again, the competition has heated up considerably since he retired Bona but for sure she remains a, if not the, boat to beat! The other project underway is Bamba, she is undergoing a refit and getting ready for a new competitive life. Not too much information yet but a nice image from James shows her the way she is now.



U.S.A. & CANADA

I am way behind on information from the Lake Ontario fleet. This summer Bart Meuring came to see me in Holland and we went sailing with my International Canoes, we had great fun on the water but not enough time ashore to catch up on all the latest developments. In the next Eightm@il you will have the full update but in this one we will look at what has to be the most impressive restoration of recent years; Quest.



QUEST

This 1930 William Fife design was built for the prestigious Canada's Cup had her home at the Royal Canadian Yacht Club for 80 years. Joe Balogh had raced her intense and hard for decades and she was clearly in need of some major work. Ron & Diane Palm took on the project from the bilge up and transformed her to what has to be the queen of the Lake Ontario fleet. The project included reframing, new deck, partial replank, new cabin top, cockpit, all deck hardware, the full job. The fine craftsmen at the yard of French & Webb in Belfast Maine carried out the project out with true dedication and the result is simply superb. Quest has a new lease on life and is ready for the next generations to sail. Diane and Ron opted to station

her on the US East coast, Maine and Newport, where she has been participating in a large number of classic boat events, consistently taking home whatever silver was on the table!

Ron & Diane are amongst the most experienced and dedicated 8-Metre owners. Ron has Thisbe for a while and later the Pelle Peterson designed Mystery which he had for most of her life. In 1989 he built the Dubois designed Sarissa. Diane grew up on board Venture II which her father had after he owned Quest. Ron serves on the IEMA Executive committee and currently with Mystery, Venture and Quest, the Palm's are the only Three Eight family in the world. They have it bad.



DIANE PALM ON QUEST



"One sentence sums up why Ron and I did the restoration of Quest: It quite simply needed to be done! Designed by Fife in 1929/1930 Quest is the oldest sailboat at the RCYC and she had never left the waters of Lake Ontario until her restoration just over 3 years ago. Quest also was once owned by my father, Lorne Corley in the 1940's for 10 years.

Credits for the restoration need to go to Steve Killing, Naval Architect from Midland, Ontario Canada, Joe Tomaselli our Project Manager from Rochester, NY. and Todd French of French & Webb in Belfast, Maine. Without all these people the restoration would never have happen.

Quest is a delight to sail and she is fast. I now find myself torn between Venture, the 8 metre I have lived and breathed for 31 years to Quest a newly restored BEAUTIFUL yacht.

French and Webb did a marvelous job."

Diane Palm



»»» FUTURE
PROGRAMME

James Robinson Taylor

2014 FRANCE LA SOCIÉTÉ NAUTIQUE DE LA TRINITÉ-SUR-MER

“I believe there are actually more sailing boats than people in this town!”

The dates have been set for 7 – 15 September 2014! La Trinité-sur-mer has grown to be one of the most popular destinations for the 8-Metres. The Société Nautique de la Trinité-sur-mer (SNT) had world class race management, one of the best racing waters in Europe and the town simply revolves around sailing. I believe there are actually more sailing boats than people in this town! Tan Raffrey, owner of Hispania IV, is chairman of the organising committee for the third time, they know the ropes.

So if you like the best of salt water sailing in a protected bay, the friendliest of hosts and the best imaginable seafood and wine for your apres sail then please join us for the 2014 World Cup, you most certainly won't be disappointed!

In the coming weeks we will post the information both on the website as well as the IEMA Facebook page. If meanwhile you have any questions then please e-mail the IEMA secretariat.

2015 LA SOCIÉTÉ NAUTIQUE DE GENÈVE

“The yacht club has 5 Eights and strong ties and commitments to our class.”

For 2015 we had the choice between Cascais and Geneva and we conducted an e-mail enquiry among the IEMA members to reach a decision which leaves enough time for the hosts to build up the organization. 32 owners replied with 5 in favor of Cascais, 15 for Geneva, and 12 would not be attending either. The trend is so clearly in favor of Geneva that we decided to grant Geneva the 2015 Worlds, in line with our constitution this decision will of course will need ratification by the General Assembly.

La Société Nautique de Genève (SNG) has hosted the Int. 8-Metre Europeans in 1997 and

the Worlds in 1998 and 2004 and therefore needs little introduction to most of us. The racing can be challenging but the race management is excellent. The yacht club has 5 Eights and strong ties and commitments to our class. Geneva is perfectly central and trucking cost for most boats is moderate, accommodation is available in all price categories and the new and superb SNG Clubhouse seats 300 in comfort and is unquestionably amongst the best equipped in Europe. Funding and sponsorship is not expected to give us many headaches either. There is no question that the SNG will again host a Worlds that will rank with the very best.

2016 CANADA THE ROYAL CANADIAN YACHT CLUB - TORONTO

“It's a long way from home for the Europeans but having sailed there I can thoroughly recommend making the effort”

The 8-Metres and the RCYC are closely connected, ever since the Eights were chosen for the 1930 Canada's Cup the Lake Ontario fleet had a strong home base at what has to be one of the most amazing clubhouses in the world. Today the fleet is strong as ever, some 16 boats making 50 starts or more each season, a good mix of modern and classic boats and a great group of people who devote their summers to keeping the party going. It's a long way from home for the Europeans but having sailed there I can thoroughly recommend making the effort. The RCYC has hosted more 8-Metre races and more 8-Metre

World Championships than any other yacht club in the world, they know the ropes and know how to welcome those coming from far too. Men like Ron Palm and Richard Self have shipped their boats to almost any Worlds in Europe and Norseman came to Geneva and so it's time for us here in Europe to pay tribute to that great fleet and bring as many boats as possible to celebrate a week of sail with our friends. Those who come early or stay longer will have ample opportunity for more races as there is a full season programme to participate in. Those interested and needing more information should contact Chris Mitchele or the IEMA secretariat.

2017 KNS NORWAY

“Let's celebrate King Harold's 80th birthday with a magic fleet of Eights in Norwegian waters”

When in 1983 King Olav of Norway turned 80, our class celebrated by sailing the International 8-Metre World Cup in Hango, Norway. In 2017 our honorary life president King Harold will celebrate his 80th birthday and pending the possibilities at KNS and ratification by the IEMA AGM, I would like to suggest for every 8-Metre afloat to come to Norway in 2017 and celebrate King Harold's 80th birthday with a magic fleet of Eights in Norwegian waters. During the Helsinki Worlds the idea was presented and the response was simply overwhelming. Of course the AGM needs to ratify

the championships, but I expect nothing else than a unanimous approval resulting in a championship that could well rank with the best attended in the history of our class.

In the coming months IEMA will take up discussions with KNS and we hope to present a formal proposal at the following AGM in La Trinite-sur-Mer. Meanwhile any developments will be posted on the IEMA website and the IEMA Facebook page.

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Andi Lochbrunner (GER)

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Class Measurer: Guy-Roland Perrin (SUI)

Members: Kjell Arne Myrann (NOR)

Juliane Hempel (GER)

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