



THE INTERNATIONAL EIGHT METRE ASSOCIATION

The Neptune Trophy



Introduction

The story of the Neptune trophy dates back to 1890 when James Coats jun. of the world famous Coats cotton mill dynasty, presented this heavily embossed sterling silver trophy to the Royal Northern Yacht Club as a trophy for the large handicap yachts during Clyde Week. The heavily embossed sterling silver trophy was first engraved "*Royal Northern Yacht Club Corinthian Regatta 21 June 1890*" and won by "*May*" owned by W.J. Chrystal. The name Coats remained closely connected to 8-Metre racing on the Clyde as between 1911 and 1938 Sir Thomas Glenn Coats owned six different Eight Metres which were raced from the Royal Northern Yacht Club. He later became a partner in the famous Alfred Mylne design office and designed most of these yachts himself. After World War II the trophy was known as the 8-Metre Points Trophy, raced for at the Royal Northern Regatta during Clyde Week.



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The last International 8-Metre to win the Neptune Trophy on the Clyde was "*Iskareen*" owned by Eric Maxwell and sailed by Gilmour Manuel during Clyde Week in 1974. In January 2005, The Royal Northern & Clyde Yacht Club graciously presented the Neptune Trophy as a perpetual challenge trophy to be raced for in the vintage yachts of the International Eight Metre Class. With this trophy the Royal Northern & Clyde Yacht Club has secured the future of racing the vintage 8-Metres in the style of by-gone days.

In order to qualify for the Neptune Trophy, an International 8-Metre yacht shall comply to the Rules for the Sira Cup. In addition the following additional rules and restrictions apply;

1.0 Design and construction

The designs shall originate prior to January 1st 1950, alterations to these designs made after this date and/or alterations made by anyone other than the original naval architect are not permitted. Yachts may be built new to such existing designs, subject to its construction being traditional carvel in wood, conforming to the Lloyd's Rules and Regulations for the construction and classification of yachts of The International 8-Metre Class Valid for 8-Metres built between 1921 and 1949.

2.0 Sails

2.1 Material use

The yacht shall have dacron working sails. For the spinnaker all common woven fabrics are permitted.

2.2 Panel orientation

The mainsail, genoas and jibs shall have cross cut ("horizontal") panels. The spinnaker may have a radial panel layout provided the spinnaker is in one colour, preferably all white.

2.3 Sail battens

The maximum sail batten length is restricted to: Top batten: 1500mm, other battens: 2000mm

2.4 Main sail girth

The details of mainsail measurement is described in the class measurement instructions, paragraph 29. The mainsails girth:

At 25% "A", not to exceed 83% "B"

At 50% "A", not to exceed 60% "B"

At 75% "A", not to exceed 35% "B"



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3.0 Deck fittings

Above deck, the yacht shall have bronze or galvanised steel fittings of traditional design.

3.1 The winches shall be in bronze and of traditional design. Captive wire winches in authentic style and constructions are permitted for the runners and halyards. For halyards, one self-tailing winch combined with two jammers may be used, subject to these being positioned inside the cabin. Self-tailing winches and jammers are not permitted for sail handling sheets and runners. On and above deck as well as in the cockpit the yacht shall have traditional cleats, jammers, spinlocks etc. are not permitted.

3.2 Bronze genoa tracks and cars are permitted. Adjustable mainsheet traveller systems are not permitted.

3.3 ~~Main sails vangs or kicking straps are not permitted.~~

A kicking strap on the main boom is permitted subject to a purchase of maximum 1:4 and the blocks being of wood and the cleating being of a traditional design. Vangs supporting and/or lifting the boom are not permitted.

3.4 Blocks shall have wooden or bronze cheeks and shall be of traditional design.

Additional Rule

3.5 A mast track for the inboard end of the spinnaker pole is permitted.

4.0 Rigging and spars

4.1 The yacht shall have wooden spars answering to the class rules in force at the time of the event. Dispensation may be requested for the use of spars that conform to the class rules in force at the time of the original design.

4.2 Alterations to the rig shall not affect the authenticity and design of the cabin top or appearance of the deck lay-out.

4.3 Standing Rigging

The standing rigging shall be in steel wire or rod. When rod is used, its diameter shall not exceed ~~8mm~~ 8,38mm (maximum Navtek -17) Runners and halyards may be in dynema rope. All running rigging and control lines shall be in white or hemp colour rope. Wire may be in stainless and/or galvanised steel.

4.4 Hydraulics

The use of dynamic hydraulics, adjustable while under sail, in any part of the hull or rig is prohibited.



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5.0 Advertising

The event sponsor may request yachts to fly a burgee with a maximum size of 250mm on the hoist and 400mm on the fly. A modest logo or emblem may be worn on the crew's clothing. While racing, no other display of advertising is permitted.

6.0 Flag etiquette

The yachts are requested to fly at her masthead a rectangular distinguishing owner's flag or racing flag of suitable size. The correct size for the owner's or racing flag is $\pm 550 \times 370$ mm. The IEMA secretariat will gladly assist any owner in search of the yacht's original racing flag.

7.0 Instruments

The use of electronic instruments such as GPS, sail computers and wind instruments indicating true and apparent wind angle and/or speed are prohibited. The use of a compass, log and depth sounder is accepted. Displays, if any, are to be mounted in the cockpit area. Repeaters and displays mounted in any other position outside the cockpit are prohibited.

8.0 Inspection

The IEMA Vintage Inspection Committee comprises of two or more members of the IEMA Technical Committee. At least 2 days prior to the opening ceremony of the event, owners shall make their yachts available for inspection. The Committee will establish and announce the eligibility for each individual yacht shortly prior to the opening of the event.

The Committee reserves the right to check the compliance of the yachts, its equipment and sails to the Neptune Trophy Rules at any time during the Championship. The owners of the yachts accept to accommodate such and grant unrestricted access to IEMA TC Members for the duration of the event. If required by the IEMA TC, all 8-Metres wishing to compete under these rules accept to facilitate an on shore visual inspection of the underwater body. A single IEMA TC member may perform this inspection. The owner of the yachts accept to accommodate such and grant unrestricted permission to the inspecting TC member(s) for detailed photography as well as taking measurements other than those required for the International 8-Metre Class Certificate of Rating.

9.0 Government of Rules

The IEMA Technical Committee governs the 8-Metre Vintage Rules. Amendments, if any, shall be submitted to the Royal Northern & Clyde Yacht Club who will also act as arbiter in case of dispute over the said rules.



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10.0 Technical guidance

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

12 April 2015
John Lammerts van Bueren
President IEMA