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**ISMA NEWS**



**International 6mJl Association**

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## Editorial

Dear All

The passing winter was extremely strong. It's understandable, that sailors are eager to bring their yachts to water and race them now. Looking at the Race Calendar for 2010 we have a lot of opportunities to meet friends, to race against but also drinking a beer together at the end of the day. This is what we wrote down as organisation committee for the 2010 Europeans. We want to work hard on the water but have also the time and leisure to stay together. Brunnen and the Fallenbach Marina are ready to welcome you.

Please do have a look at the Programme Booklet that is sent to you together with these ISMA 1/2010 news. Even when most of the information is on site [www.6mr-europeans.org](http://www.6mr-europeans.org) we do think that the booklet helps you to have the necessary information together. You will find the NOR and the Entry Form in the booklet. The Entry Form must be sent 12 June 2010 latest to the Regatta Verein Brunnen or at [bfurrer@6metre.ch](mailto:bfurrer@6metre.ch). Be aware that the organisation of the event gets better as earlier we get your entry. Please help us and send it as soon as possible. Have a nice sailing season!

Beat Furrer



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## Presidents message

After one of the coldest and most miserable winters for many years, not only in England, but this time across Europe, I am pleased to say that our thoughts can once again turn to sailing under blue skies, with light winds and a bright sun. We can only hope.

Last year the US held a most successful World Championships; for the first time ever at Newport, Rhode Island, when 34 boats entered, the largest number ever known in North America. This year has already begun with several fleet's meetings, especially at Bristol, Rhode Island, where plans for the Newport Fleet were discussed and in England, where the decision was made to hold a spring regatta at Falmouth, Cornwall. The first major Six-Metre regatta there since the 1988 European Championships. In Sweden, I believe that meetings have been held to discuss the rebuilding of the Swedish fleet for the 2012 Europeans at Nyneshamn, and it is hoped a number of boats will, this year, once again be racing. Meanwhile, we have been in correspondence with Sr. Carlo Croce of the Yacht Club Italiano, hoping to form an Italian Six-Metre Association and to once again get an Italian Six-Metre fleet back on the water.

The great excitement this year should be the European Championships, to be held between 22nd and 28th July at Brunnen, on Lake Lucerne, in Switzerland. It is now twenty-nine years since we held a major Championships on a central European lake, not indeed since 1981 at Geneva. Since we are an international class, we must do our best to take our racing to all fleets. Unfortunately, neither Lac Lemane in 1981, nor the Bodensee in 1980 were entirely successful venues, so this year we are going to Brunnen, about half way between the major Swiss and German lake fleets, where Beat Furrer is hoping to give everybody fun and to give the Swiss and Germans the best possible opportunity to compete in their own conditions. I am assured by the locals in Brunnen that there is always wind there. Brunnen itself is a very pretty little town, which was not only visited by Queen Victoria of Britain, but also the Swiss Federation was founded on the cliffs on the opposite side of the lake. The conditions there are expected to provide everyone with an interesting experience and at least hopefully, lighter weather than either 2007 or 2009.

A good year's sailing everyone.

Tim Street.

President ISMA

## International Six-Metre Association

Reminder from the Nominating Committee

ISMA BY-LAWS "I" paragraph 3 stipulates as follows:

"National Associations can propose alternative candidates to be elected by submitting their list to the Nominating Committee not later than three months prior to the General Meeting"

If you have candidates you would like to propose to the ISMA Board,  
please send your proposals to:

Hans J. Oen

[hjo@midocean.us](mailto:hjo@midocean.us)

914-672-13

(Chairman Nominating Committee)



## International Six-Metre Association

### Annual General Meeting

to be held at the Regattaverein Brunnen on July 26th,  
time and location at the Race Office Board the day before.

**DRAFT Agenda that can be changed until June 20th**

- |   |                     |
|---|---------------------|
| 1. <b>Welcome</b>   | President           |
| 2. <b>In Memoriam</b>   |                     |
| 3. <b>Apologies for Absence</b>   |                     |
| 4. <b>Minutes of Previous Meeting</b>   | Hon. Secretary      |
| 5. <b>ISMA Membership/Voting Numbers</b>  | Hon. Treasurer      |
| 6. <b>Accounts/Annual ISMA Dues</b>   | Hon. Treasurer      |
| 7. <b>President's Report</b>  | President           |
| 8. <b>Elections</b>   |                     |
| 1. President for 2010-12  | Chairman Nom. Ctte. |
| 2. Secretary for 2010-12  | Chairman Nom. Ctte. |
| 3. Vice President(s)  | Chairman Nom. Ctte. |
| 4. Classics Committee   | Chairman Nom. Ctte. |
| 5. Technical Committee  | Chairman Nom. Ctte. |
| 6. Nomination Committee   | Meeting             |
| 9. <b>Championships:</b>  | President           |
| Worlds 2011 – Helsinki, Finland   | Henrik Andersin     |
| Europeans 2012 – Nynäshamn, Sweden  |                     |
| Worlds 2013 – Flensburg, Germany  |                     |
| Europeans 2014 – Medemblik, Netherlands?  |                     |
| Worlds 2015 – France  | To be voted for     |
| Europeans 2016 – Solent, Britain?   |                     |
| Worlds 2017 – Puget Sound, USA?   |                     |
| 10. <b>Categorisation of ISMA Events as open events</b>   |                     |
| Statement of ISMA Policy  | President           |
| 11. <b>ISAF fee on new Sixes built</b>  |                     |
| 2010 (for 2009) and GBP 380.16 in 2009 for 2008. We propose that this fee should be paid by the boat-builder and that the ISMA bye-laws would be changed correspondingly. |                     |
| 12. <b>Sail limitations proposal</b>  | Tapio Lehtinen      |
| This will be discussed if a paper is circulated before the AGM. Tapio Lehtinen has suggested a sail limitation should be introduced to the class.                         |                     |
| 13. <b>Jean-Pierre Otero Trophy</b>   | President           |
| 14. <b>Any Other Business</b>   |                     |
| 15. <b>Valete</b>   | Tim Street          |

Henrik Andersin,  
Honorary Secretary. ISMA.  
March 31, 2010



## **Proposal to the AGM concerning:**

### **No 1 Proposal: ISMA MEMBER FEES:**

The ISMA finances have been strongly improved through good management and the introduction of the sail labels. Unfortunately, the present member fee of € 80 for boat owners has resulted in a great variation of members per country over the years. Furthermore, ISMA lost 20% of its members from 2008 to 2009.

The reason is mainly the international racing activity over time in various countries. It seems to be hard to find arguments, why local boat owners shall to pay € 80 to ISMA, on top of the member fee to the national association. Example for this problem; Finland has gone from approx. 25 member down to 6. The US fleet has gone the opposite way in the last years. This year the Swiss fleet will be at its peak, while Sweden will have its peak again in 2012 at the year of the EC in Sweden.

Thus it is rather easy to figure out, that the present fee structure is not satisfactory for ISMA to increase and keep its members and will weaken the international 6-Metre community and the links to ISMA.

The proposal:

- To reduce the members fee to € 30 for all members, including boat owners to encourage all boat owners to become members of ISMA.

To compensate for possible loss of revenues on member fees (if needed);

- Include € 50 in the entry fee per boat to the WC and EC to be paid to ISMA,  
and/or,

- Find a class sponsor, which is common in most classes, including the 12-Metre and 8-Metre Classes.

Stockholm, April 22nd 2010

Thomas Lundqvist

President

Swedish 6mR Association

### **No 2 Proposal: RACE MANAGEMENT:**

One of the most important tasks and responsibilities of ISMA are to deliver high class international events at good value for money within a reasonable budget for its members. We have to remember, that almost all boats are privately owned with very limited opportunities for sponsor money.

Furthermore, well organized events at interesting venues within reasonable costs for the owners are the best marketing tool for the 6-Metre class.

To ensure the level of standard of the ISMA events from all aspects, a race management committee or person (Vice President, Racing) has to be established to;

- create a bid document and a race manual with all relevant issues concerning an event.

- make a short list of EC and WC candidates.

- negotiate with the relevant candidates (organizing club and national fleet), before the AGM.

- an agreement according the bid document has to be concluded with the candidate club, before it will be presented for voting at the AGM.

- make sure, that all relevant facts of the candidates are available in time to the AGM delegates before the AGM.

- After a club and venue has been chosen, the ISMA Race Management shall keep control of the planning of the upcoming events and be a support to the organizing committees.

- During the event the ISMA-representative shall be appointed to an advisory board.

- Establish a follow up document of each event, to improve and maintain the quality of future events.

The above function is common in international sports, and is necessary to introduce at ISMA to secure the standard of future events and control the costs for the participants.

Stockholm, April 22nd, 2010  
Thomas Lundqvist  
President  
Swedish 6mR Association

### **No 3 Proposal: SAIL LIMITATION WITHIN CLASSIC SIX METRE CLASS**

In their heyday, the sixes were the avant garde class of sailing with continuous development of hull, rig, hardware and sail design. In today's sailing world there are many other classes where the barriers of performance are pushed further, but in my opinion the Modern Six Meter Class should still be kept open to free development in all areas.

The Classic Sixes, as opposed, have frozen their hull designs to the originals dating from the day of their construction. With cost efficiency of racing as main motivation, we allow aluminum masts and modern hardware - still banning carbon fibre and other expensive materials in the rigging.

The sails is the only area affecting performance that has been left open to free arms race in the Classic Class. Most competitive keel boat classes have some sort of rules limiting the number of sails and/or material of sails. As even the Volvo Ocean Race is making it's already existing sail limitation rules tighter to control the costs of racing, I propose that the ISMA AGM would make a decision to authorize Mr. Dave Pedrick to draft a proposal for a sail limitation rule. The aim should be keeping the costs of maintaining a competitive sail wardrobe down and making racing more fun by limiting the number of sails carried onboard.

Tapio Lehtinen tapio.a.lehtinen@gmail.com  
6mR FIN 53, May Be IV, HSS

©Duquenne



## From the Treasurer

### Membership Subscriptions

now due. In future we intend that we will only send copies of the ISMA News to those who have paid a subscription. There are two categories of membership:

- a. Full membership is for the owners of boats currently in racing commission. The subscription rate is €80.
- b. Associate membership is for those who are not listed as boat owners, but wish to keep in touch with the affairs of the class. It is also the appropriate rate for owners of boats not currently in racing commission. The subscription rate is €30.

Owners of two or more boats are to pay subscriptions for each boat at whatever rate is appropriate, except that if one or more of their boats are in commission then no fee need be paid for boats not in commission.

Joint owners are to arrange that one owner pays the fee appropriate to the boat, and the remainder pay at the associate rate, the total cost to be divided among them at their discretion.

Fees should be paid to ISMA by 1 May each year (ISMA By-law D2). Class Treasurers are asked to make payment where possible direct to ISMA's Euro account, as follows:

HSBC Bank plc - Chichester Branch  
94 East Street  
Chichester  
West Sussex  
PO19 1HD

Sort Code 40-05-15  
Account Number 60357406  
Account Name: International Six Metre Association

International Bank Account Number (IBAN): GB89 MIDL 4005 1560 3574 06  
Branch Identifier Code (SWIFT/BIC): MIDLGB22

If Treasurers prefer to make a payment into ISMA's UK Sterling account, they should contact the ISMA Treasurer first to agree an appropriate exchange rate, and I will then advise them of the appropriate bank account details.

Treasurers or Secretaries should also forward a list of the subscriptions they have paid, giving the members names and the postal addresses to which the ISMA Bulletin should be sent. For full members they should also give the sail number and the name of the boat. This can be sent by post to the ISMA Treasurer, Tim Russell, at:

Auburn Cottage  
Church Road  
North Mundham  
West Sussex PO20 1JU  
United Kingdom

Or by e-mail to [tim@timrussell.freeserve.co.uk](mailto:tim@timrussell.freeserve.co.uk)



### **Have you got your Sail Labels?**

Please remember that all sails measured after 1 March 2005 must carry the official certification mark near the tack. Sail Certification Marks can be ordered from the Treasurer by mail or e-mail. On receipt of your order I will reply with an invoice and ask you to make payment direct to the ISMA account. The cost is €100 for each mark. To reduce bank charges, sailmakers are asked to order several marks at a time, rather than buying them individually. As soon as receipt of your payment is confirmed I will despatch the marks by post – there is no charge for postage. Please make sure you order sail marks in good time, since if I am away there will be no-one to process your order. I would also suggest it is not wise to plan on buying your sail labels when you arrive at Brunnen for the European Championships. This is a bad idea for a number of reasons:

- If I am not in Brunnen then there may be no-one there to sell you a label.
- Although the sail labels have an adhesive backing and can be stuck to the sail, for security it is better if they are sewn on as well, particularly on spinnakers.
- The label should be in place when the sail is first measured, and this first measurement should really happen before you arrive at Brunnen. It is better if your sailmaker buys the labels and sews them on before the sails are delivered.

### **Year End Accounts for 2009**

These accounts represent the total of both ISMA's bank accounts, with the sterling account converted into Euro at a rate of £1 = €1.12, which was the exchange rate at the end of the year. For unavoidable reasons I did not receive the final accounts and payments from the Worlds before the end of 2009. To present a fair view of last year's finances I have included these sums as if they had arrived in time.

Before 2009, very few sail labels had been sold in North America, and many sails had to have a label attached before they were presented for checking at the Worlds. We therefore sold many more sail labels than usual last year. I do not expect this unusual situation to be repeated, and therefore I would recommend that this is not a justification for reducing the price of a label.

Last year, our stronger financial position enabled us, for the first time, to come closer to meeting the full costs of the ISMA Journal. We were also able to provide financial support to the expenses of the World Championships, which paid some of the expenses of the measurer and the international jury.

### **Voting Rights**

Voting rights in 2010 will be dependent on the fees for full membership paid in the previous year (ISMA By-laws D4). In 2009 we collected fees for 86 boats, as follows:

| Fleet  | Boats |
|--|-------|
| Denmark                                      | 1     |
| Finland                                      | 4     |
| France                                       | 4     |
| Germany                                      | 7     |
| Great Britain                                | 26    |
| Sweden                                       | 4     |
| Switzerland                                  | 14    |
| North America                                | 24    |
| Individual members (Belgium and New Zealand) | 2     |
| Total  | 86    |

A full list is published on the ISMA website; [www.6metre.ch/Official ISMA news](http://www.6metre.ch/Official%20ISMA%20news)



## INTERNATIONAL SIX METRE ASSOCIATION

**Financial statement at 31 December 2009**  
**(adjusted to include World Championship expenses and receipts)**

All figures in Euro (€) except where stated otherwise

Sterling account converted at £1 = € 1.12

| 2008      |  |           | 31/12/09  |
|-----------|--|-----------|-----------|
|           | <u>Income</u>                                  |           |           |
| 8'950.00  | ISMA Fees (Note 1)                             |           | 8'020.00  |
| 5'700.00  | Sail Labels (Note 2)                           |           | 18'600.00 |
| 14'650.00 |  |           | 26'620.00 |
| 50.00     | Less: Fees prepaid last year                   |           |           |
| 14'600.00 | Total income for the year                      |           | 26'620.00 |
|           | <u>Expenditure</u>                             |           |           |
| 203.57    | ISAF Subscription 2009 (£189.75)               | 212.52    |           |
| 6'407.97  | ISMA News and website                          | 16'213.11 |           |
| 247.50    | Expenses (Presentation books)                  | 0.00      |           |
| 0.00      | Support to Worlds 2009                         | 3'315.61  |           |
| 508.00    | Losses on currency exchange and bank transfers | 486.83    |           |
| 76.44     | Bank charges                                   | 145.46    |           |
| 7'443.49  | Total expenditure year to date                 |           | 20'373.53 |
| 7'156.51  | Surplus of income over expenditure             |           | 6'246.47  |
| 18'013.24 | Balance brought forward from previous year     | 23'378.09 |           |
| -1'791.67 | Exchange rate correction from last year end    | 113.31    |           |
| 16'221.58 | Corrected balance brought forward              | 23'491.40 | 23'491.41 |
| 23'378.09 | Balance at bank                                |           | 29'737.88 |
| 21'678.31 | Euro account balance                           |           | 29'318.94 |
| 1'699.78  | Sterling account balance                       | £391.22   | 438.17    |
| 23'378.09 |  |           | 29'757.11 |
|           | <u>Note 1</u>                                  |           |           |
|           | Full   | 86        |           |
|           | Associate                                      | 38        |           |
|           | <u>Note 2</u>                                  |           |           |
|           | Sail labels sold                               | 186       |           |

**End of official ISMA news**

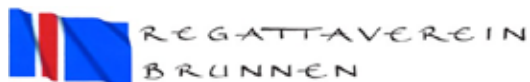
*Europeans*  
**2010**  *REGATTAVEREIN BRUNNEN*



**6mJl Swiss Class Championship**  
 20th to 21st of July 2010

**6mJl European Championship**  
 22nd to 27th of July 2010

**Brunnen, Switzerland  
 Lake Lucerne**



Association Suisse des 6mJl

# !!! See special Class Championship / Europeans 2010 programme supplement !!!

Find all informations and look into

[www.6metre.ch](http://www.6metre.ch) for the Class Championship and

[www.6mr-europeans.org](http://www.6mr-europeans.org) for the Europeans.

**Please do send your Final Entry Forms for June 12th latest.**



Taiaut Z 38

Herzlich Willkommen in der Schweizer Flotte der 6mJI  
Wir teilen Ihnen mit, dass wir letztes Jahr die 6mr Yacht Z38 „Taiaut“ (1949 Knud Reimers bei Corsier gebaut) in Konstanz gekauft habe, mit Hilfe von Luc Plojoux (Corsier-Port) und meiner Frau konnten wir auch die Originalpläne von Knud Reimers finden und wir lassen das Schiff im Moment von Grund auf restaurieren und werden den Originalzustand wieder herstellen. Dabei haben wir auch festgestellt, dass das Schiff unter seinem Erstbesitzer (Charles Stern) noch unter dem Namen „Antiopé“ registriert war und anschliessend nach dem Verkauf an Herrn Urfer auf „Taiaut“ umgetauft wurden.

Unser Ziel ist die Restauration in 2011 abzuschliessen und dann auch am 6mr Regattakalender teilzunehmen.

Daniel & Claudia Heine  
Sonnenruh  
CH 6340 Baar

Taiaut Z 38



**Le Cercle de la Voile de la Société Nautique de Genève  
se réjouit de vous retrouver nombreux à la 5ème édition du**

**CHAMPIONNAT des 6m JI & 8m JI**

***COUPE BANQUE PRIVEE EDMOND DE ROTHSCHILD***

organisé par le Cercle de la Voile de la Société Nautique de Genève

avec le soutien de **FERT YACHTING**

**du vendredi 2 au dimanche 4 juillet 2010**

-----*Renseignements & inscriptions*-----

Yann PETREMAND  
Tél. +41.79.457.87.15  
email [ypetremand@nautique.org](mailto:ypetremand@nautique.org)  
[www.nautique.org](http://www.nautique.org)

**In Erinnerung an Hans Suhner**

Wir kannten ihn als Gentleman an Land und auf dem Wasser, als herausragenden Steuermann und als Freund in der Szene der 6mR Yachtklasse.

Mit seiner „Mecara“ SUI 45 hat er unzählige Erfolge gefeiert und Regatten gewonnen und ist dabei immer auch „Hans“ geblieben. Er wird uns in Erinnerung bleiben.

Im Namen der Association Suisse des 6mJI

Beat Furrer



## CARL-BÖSIGER-MEMORIAL-TROPHY

Wir gratulieren der Yacht SUI-73 und dem Team zum Sieg der  
5. Carl-Bösiger-Memorial-Trophy 2009

### Ausschreibung 2010

Für die Vergabe der Carl-Bösiger-Memorial-Trophy 2010 ist die Teilnahme an folgenden Regatta-Serien vorgesehen:

1. Silbercup Romanshorn 29. / 30. Mai 2010
2. Bodenseemeisterschaft Bottighofen 21. / 22. August 2010
3. Oberseepokal Kressbronn 9. / 10. September 2010

Diese drei Regatten sind jeweils einzeln im internationalen Bodensee Jahrbuch des Bodenseeseglervereins beschrieben.

Die Teilnahmebedingungen sind dort festgehalten.

Wir bitten die Gewinner den Pokal graviert an das Wintertreffen 2011 mitzubringen.

©Gilles Favez



**CLASSIQUE DE SCIEZ**  
11 ÈME ÉDITION · 7 & 8 AOÛT 2010



**6MJI CLASSIQUE**  
3ÈME ÉDITION · 6 AOÛT 2010

Bertrand Keller: +41 79 353 87 61 - Classiquedesciez.ch - Gilles Guyon: +33 6 86 888 444

## PROGRAMME 2010

### 6m JI Classique

#### Vendredi 06 août 2010

- 10h30 à 12h : Inscription des bateaux
- 13h : Briefing skippers
- 14h : Mise à disposition du comité de course
- Dès 20h : Repas « Les pieds dans l'eau » à la base nautique de Sciez... Au son du Jazz Manouch'... Remise des Prix dans la nuit...

### Classique de Sciez

#### Samedi 07 août 2010


- 9h à 13h : Inscription des bateaux
- 13h : Briefing skippers
- 14h : Mise à disposition du comité de course
- 19h : Apéritif offert au Club House
- 20h : « Repas du Cochon »
- 21h : Concert

#### Dimanche 08 août 2010

- Dès 8h : Petit déjeuner
- 10h : Briefing skippers
- 11h : Parade devant le port de Sciez
- 12h : Mise à disposition du comité de course
- 16h : Remise des Prix

Thanks to Bertrand Keller, the owner of Midinette SUI 24, and the Yacht Club de Sciez, the Lake of Geneva offers one more event for the 6mJI. We hope that the „Classique de Sciez“ and the „Midinette Cup“ will have a lot of entries and good racing. Association Suisse des 6mJI.

*- Midinette Cup -*



*- Première édition -*

Régate de 6mJI Classiques et Modernes  
Sciez (léman Français)  
28 et 29 Août 2010

[www.classiquedesciez.fr](http://www.classiquedesciez.fr)

Bertrand Keller: +41 79 353 87 61 - Gilles Guyon: +33 6 86 888 444

## 6mJl activities in USA

### 2010 Puget Sound Racing Schedule

|           |   |
|-----------|---|
| May       | 14 – 16 – Seattle NOOD – Shilshole Bay                                  |
| June      | 5 – 6 – Classic Mariner – Port Townsend                                 |
| June      | 19 – 20 – Lipton Cup – Port Madison                                     |
| July      | 23- 25 – North Americans/US Nationals/Can – Am Challenge – Sidney, B.C. |
| September | 10 -12 – Queen Christina Nations Cup – Port Madison                     |
| September | 16-18 – Star & Bar – King Olav V Cup                                    |

All 6 meter sailors are welcome to come for any of these events as single crew or a charter is available as follows:

#### USA 119 Sockeye

1981 Peter Norlin design available for charter for Seattle / Northwest events. Partnership opportunity also available. Rates as follows: \$750 for two day events, \$1000 for three day or Whidbey Island Race Week. \$5000 for the entire season. All sails, equipment, shakedown sail and training included. Delivery can be arranged. Contact Pat Mitchell, [mitchellmail3@sounddsl.com](mailto:mitchellmail3@sounddsl.com)

Best regards,  
Matt Cockburn  
Secretary, PSSMA

## 2010 Queen Christina Nations Cup



The First Cycle has been completed! It is with great pleasure that I, herewith, announce that the Second Cycle will begin with the 2010 Queen Christina Nations Cup hosted by the Puget Sound Six Metre



Fleet of the United States. The various nations invited to participate in this annual event should have received their invitation to participate in January. Each country invited should send a qualified team chosen through a method of your country's choosing. The Deed of Gift, which is posted at the Official ISMA website, specifies the responsibilities of each nation in this regard, and for the QCNC in general. The event is scheduled for the period of September 10 - 12, 2010 and will be sailed out of the Port Madison Yacht Club on Bainbridge Island, Washington, USA. A detailed description of the Regatta Rules and schedule of events will be sent to your Nation Representative shortly.

#### 2010 Participants and Nation Representatives

1. Canada – Eric Jespersen
  2. Finland – Henrik Andersin
  3. Germany – Nicolas Waser
  4. Great Britain – Robin Richardson
  5. Switzerland – Reinhard Suhner
  6. USA – New England – Toby Rodes
- Sweden – on double secret probation

Kind regards,  
Kimo Mackey

## **New England 6mR Fleet 2010 Regatta Schedule**

The New England Fleet gathered in Newport, RI and finalized the upcoming regatta schedule, which will include several racing formats: windward/leeward, long courses using government marks as well as a race around Jamestown. Tony Widmann, owner of US 112 Ranger, also announced that 2010 will be the inaugural competition for the Harry Anderson Cup. Mr. Anderson served as Commodore of both the New York Yacht Club and Seawanhaka Yacht Club, a hotbed of 6mR sailing on the Long Island Sound. Those who attended the Newport 2009 World Cup will remember Harry Anderson's entertaining 6mR stories at the reception at the New York Yacht Club, reminding us that the British American Cup, then sailed in 6mRs, was the genesis of team racing rules. The Harry Anderson Cup will be awarded to the boat with the lowest score of the listed scheduled events:

- June 11-12 NYYC Annual Regatta
- July 3rd IYAC Newport Cup Around the Island Race
- July 10-11 Coastal Living Regatta
- July 17-18 NYYC Race Week (Classics)
- August 28-29 Herreshoff Classic Yacht Regatta
- Sept. 4-5 MOY Classic

toby rodes <toby.o.rodes@gmail.com>



## 6 Metre World Cup 2009 Newport, Rhode Island

6 Metre World Regatta

By PHOTOGRAPHY: by Paul Todd Outsideimage

This book is a pictorial walk through the week long regatta of the 6 Metre World Cup 2009 held in Newport, Rhode Island. It has 205 high resolution images of these beautiful boats sailing and competing in this event. Each race day tells a story of how the racing was won and the conditions the sailors raced in. There are spectacular double page spreads that measure twenty six inches by eleven inches. If you attended this amazing gathering of boats this book is a must.

About the Author

Paul Todd

Outsideimage OFFICES IN HAMPSHIRE, SAN DIEGO AND TEXAS

Paul Todd is a former professional sailor and founding member of Outside Images Marine photo agency. He spends much of his time travelling around the world, shooting regattas and sailing offshore for commercial clients and magazines. Originally from New Zealand ...

Publish Date October 31, 2009

Dimensions Large Landscape 120 pgs

Tags 6mR, Regatta, Photography, Sports, Yachts, Boats, Newport ...

Ordering information and some preview images and text about the book on this link:

<http://www.blurb.com/bookstore/detail/929324>

## Classic 6mJI Oslo II, N 22

Dear Sirs;

Here are two photo's of the Oslo II, one beating upwind and one on the lift. My parents went to Europe in 1936 to see the Olympic Games in Berlin and to visit my mother's relatives in Norway. My father had sailed on the only 6 Meter in Seattle at the time, the Hanko and felt Seattle was a fine place to sail such a graceful sailboat, one that enjoyed light airs. They met a broker in Oslo and were told of a 6 for sale, a sailboat won by a man through a lottery who was now selling it. Crown Prince Olav was given a sailboat by the people of Norway and after racing her, with success, gave it back to a charity, through a lottery. Oslo II had wintered in Oslo and was a bit ragged from no sailing, wind and ice. But my father was determined to have her and paid about \$1,000 US. There was a shipping strike at the time and Oslo did not arrive in Seattle for a year, in the spring of 1937. The Oslo was designed and built by two Norwegian's, Anker and Jensen. My father knew a second generation boatbuilder in Seattle by the name of Anchor Jensen, who met the freighter and prevented the Oslo from sinking with the help of several water pumps. She

had been out of the water so long it took a few days for her to swell back up. They got the Oslo shipshape and immediately began her racing career, the first race being Ladies Race. My mother had not sailed before but her career was also started. The Oslo II was the second of eventually eighteen 6's in Seattle. They were a world class fleet, with many Champions and even more colorful histories. There is a Lake Washington to the east of Seattle, about a ten minute drive from the heart of town. On Wednesday evenings the 6 Meter crews would take off their formal clothes while walking down the docks, getting ready for the 1800 start. Oslo II was a winner many times, throughout Puget Sound and British Columbia, taking the Sir Thomas Lipton Cup four times. King Olav has visited Seattle, met our family and was aboard Oslo. She is now moored on the Lake after several years in Friday Harbor. While her competitive days are over she is sailed often by the Giese children who continue to maintain her wonder.

Peter Giese [peterg4@comcast.net](mailto:peterg4@comcast.net)



## Wrap-up from the 2009 World Cup in Newport – Sail Buttons

By the time you read this, hopefully your sail buttons have arrived in the mail. First my apologies that we did not have the sail buttons better coordinated at the time of the event. Furthermore, please also accept my apologies for the delay in getting the buttons in the mail. As you may recall, the Event Measurer, Andrew Williams signed each measured sail in the location that is reserved for the button. When he signed your sail, he included the relevant luff and foot dimensions. You will note that the buttons you receive in the mail will include the luff and foot measurements. Please make sure that you apply the button to the matching sail – Main, Jib, Spinnaker. The list below includes the number of buttons coming to you in the mail and the relevant button number. If there are any questions, feel free to contact me: 6metre@gmail.com

Toby Rodes

Secretary – New England Fleet      toby rodes <toby.o.rodes@gmail.com>

| Boat       | Representative | # of Sails | Buttons |     |     |     |     |     |     |
|------------|----------------|------------|---------|-----|-----|-----|-----|-----|-----|
|            |                |            | #1      | #2  | #3  | #4  | #5  | #6  | #7  |
| Great Dane | Larson         | 7          | 210     | 211 | 212 | 213 | 214 | 215 | 216 |
| MAY BE XIV | Salen          | 7          | 217     | 218 | 219 | 220 | 221 | 222 | 223 |
| Nada       | Loughborough   | 4          | 224     | 225 | 226 | 227 |     |     |     |
| RANGER     | Loughborough   | 3          | 228     | 229 | 230 |     |     |     |     |
| Sprig      | Greg Stewart   | 1          | 231     |     |     |     |     |     |     |
| SYCE       | Farley Towse   | 3          | 232     | 233 | 234 |     |     |     |     |
| Scoundrel  | Rob Gray       | 1          | 235     |     |     |     |     |     |     |
| Nancy      | Bill Green     | 1          | 236     |     |     |     |     |     |     |

## 2009 Newport World Cup remember

# SIX METRE WORLD CUP

# The big sticks

Wooden spars ruled at this year's World Cup in Newport, RI. Classics dominated, and a new trophy inspired traditional restorations, reports *Chris Museler*

*Right:* Racing was competitive but civilised  
*Below:* New Zealand's *Scout* (see p38) in foreground, heading upwind to catch *Djinn* (blue deck) and USA 90 *Fokus3*



DAVID VAN DER WALK

Walking the docks in Newport, Rhode Island, at the biennial Six Metre World Cup seemed at first to be like any other world championship I had attended. Crew members with various accents, clad in embroidered team shorts and shelled vests, were unfurling crispy new 3DL genoas, climbing the rigs to put Teflon tape around the spreader tips, lubing up winches or studying weather and tides.

If there was only one thing, however, besides the occasional wooden mast and teak deck, that hinted this championship was specially special, it was the faded blue polo shirt I saw with worn, fuzzy letters spelling out 'Stork' across the back.

The shirt belonged to Jerry Castle of Ontario, who had driven down to Newport, to see two of his old boats fully



**Above:** Cherokee – S&S replica, with wooden spars

**Right:** Totem, 'like a piece of antique furniture'

**Left:** Breezy conditions at the start

**Right:** Bill Green's S&S Nancy



this year's World Cup had to be *Scout*, sail number NZL1. Martin Ferrand brought New Zealand's first 6-Metre from Auckland to celebrate the boat's centenary. Well-served by the sponsor Rums of Puerto Rico, it was not unusual for sailors each night to break into a chorus of "Happy birthday to *Scout*."

After the parties were over, and the silver loaded into shipping crates, the 2009 World Cup left a permanent fleet of the classic thoroughbreds in Newport. "It was invigorating to be with the best

in a class," says Molly Savard who was part of the *Cherokee* syndicate which replicated the 1938 design over 2008 and 2009. "Even if you're not going to win, to participate is wonderful."

#### Inspiring dedication

Savard says that the yachting community was blown away by these little classics and that the dedication of owners and crews was inspiring. Matt Cockburn, the North American Class Association president, received the Jean Pierre Odero award for

outstanding contributions to the international fleet. He says the class has hit its stride in 2009. "The boats hit you right in the solar plexus. They attract the dreamers but also the pragmatic engineers."

He says the World Cup has focused this attraction. "You have these people literally taking these boats out of the woods now. The deeper they get into the boats, the better it gets. All of these pieces have come together and it drags you in."

*Overleaf: New Zealand's 6-Metre Scout*



restored: the famed *Goose*, Olin Stephens' benchmark Six which he'd owned in the 1950s and 60s, and *Lucie*, Briggs Cunningham's former boat, which had been renamed *Stork* in the 1950s when Castle and the rest of his crew aboard her had wives pregnant at the same time. Now, 84-year-old Castle was proud to watch his son, one of the new deliveries back then, wearing his 60-year-old shirt.

"What an occasion," said Castle, who brought a scrapbook with newspaper clippings and photos from decades of 6-Metre racing at the Rochester Yacht Club. "This is a special place. It's remarkable to see these boats here."

*Stork*, restored last year and renamed *Lucie*, was unfortunately not racing but Jerry Castle's story was just one thread in

the rich tapestry that each 6-Metre championship has become. Having the championship in the US for the first time in 20 years was akin to old home week. Former owners and American sailors who grew up watching the boats race in Los Angeles, Long Island Sound and the Great Lakes all came to swap memories that had been repressed for a generation.

#### **Bellwether year**

By all accounts, Newport was a bellwether year for the class, where the attention to heritage matched the drive for top competition on a blustery Narragansett Bay.

There were nine modern Sixes competing for the World Cup trophy but the race for the classic trophies drew 24 teams – nearly a dozen restorations of some sort

were commenced in North America for this event, the first in the US since Oyster Bay in 1987. And for the first time since the Djinn Trophy, for the highest placing classic at the World Cup, was presented in 1979, half of the fleet raced with wooden masts and white sails as opposed to the aluminum rigs and laminate sails that had become the norm.

"I was amazed that 50 per cent of the fleet in Newport had wood spars," says Peter König, classic yacht broker from Flensburg, Germany, who created the Baum and König trophy to promote traditional classics at the European Championship and World Cup. The trophy goes to the highest-placing 'vintage' Six using mainly traditional gear and layouts along with wooden spars and cross-cut

## SATURDAY, MARCH 27, 2010

### six meter class meeting

Saturday, March 27, 2010 Toby Rodes arranged a meeting to discuss the events during the upcoming summer. The day started in Bristol at Lars Gluck's shop where Totem and Flapper are undergoing refits and finishing, which will surely make already fast boats faster.

Lunch at the Moorings restaurant, then a meeting at the Seaman's Church Institute to finalize plans for the upcoming sailing season. In attendance were naval architect David Pedrick, Tony Widmann ,who has strongly supported the class by donating a trophy, Tom Fair, owner of „Madcap“; Toby Rodes owner of „Alana“, Peter Muir, Brion Reiff, Molly Savard, owner of „Cherokee“, Bill Doyle, Jens Lange, Andrew Burton.

By courtesy: Stephen Lirakis

Spring meeting © Stephen Lirakis



Spring meeting © Stephen Lirakis



Six meter works© Stephen Lirakis.jpg



In the Yard© Stephen Lirakis





## 6mJl activities in France

### NOTICE OF RACE

Coupe de l'Entente Cordiale

JUNE 19 – 22, 2010



### INTERNATIONAL 6 METRE OPEN DE FRANCE

JUNE 23 – 25, 2010

The Organising Authority, La Société Nautique de La Trinité ( SNT ), in association with the Union Française des 6 Mètre J.I., is pleased to invite you to participate in the 2010 Coupe de l'Entente Cordiale and the 2010 Open de France ( The International 6 Metre French Championship).

#### 1. Rules

The regatta will be governed by:

- the ISAF Racing Rules of Sailing 2009/2012 (RRS),
- National rules,
- the ISMA Class Rule,
- the Sailing Instructions and their amendments. (If there are discrepancies between the Notice of Race and the Sailing Instructions, the interpretation and decision of the Race Committee shall prevail. The French version of both documents shall prevail).

#### 2. Advertising

The regatta is designated a Category C event under ISAF Regulation 20. Advertising is thus permitted:

- on spinnakers
- on the transom
- when moored on flags on the forestay
- on one flag of an event sponsor hoisted on the backstay not higher than two meters above the water line. The dimensions of the flag shall not exceed 30 cm x 60 cm
- whilst moored, all boats shall fly the regatta logo flag on their forestay. A sponsor's pennant is to be flown on the backstay at all times.

Competitors may be asked by the SNT to display flags of supporting companies before and after racing.

#### 3. Eligibility and Entries

The regattas shall be open to International 6 Metre Yachts holding a valid certificate of rating.

All entrants shall have paid their 2010 membership dues both to their ISMA affiliate national association and ISMA as well.

- Yachts may enter by completing the Official Entry Form no later than June 1st, 2010.
- Each entrant shall provide at the time of Registration:
  - a. for each French crew member, a valid FFV racing license with its medical stamp,
  - b. the Measurement Certificate and Measurement Form of the Yacht,
  - c. parental authorization for minors,
  - d. a crew list of a maximum of 6 persons. Substitution of crew members within this list shall only be allowed in special cases, and subject to the approval of the International Jury,

**4 Entry fee**

Entry fee will be :

350 euros per boat participating to both regattas (entry fee includes one free lift in and out per boat; mast stepping will be borne by participant);

150 euros per boat participating to one regatta (lifting in and out as well as mast stepping will be charged to participant).

Entry fee is non-refundable.

**5 Programme and race schedule races****5.1 Coupe de l'Entente Cordiale**

|        |                    |   |
|--------|--------------------|---|
| Day 1: | Saturday June 19th | 09.00 to 17.30 lifting in<br>14.00 to 18.00 Welcoming of participants at SNT, registration, FFV racing licences and medical stamp checking, measurement & remittance of sailing instructions & pennants |
| Day 2: | Sunday June 20th   | 09.00 to 11.00 Registration, measurement & last lifting in<br>11.00 Skippers briefing<br>13.00 Warning signal / one or more races<br>19.30 Welcoming cocktail at SNT                                    |
| Day 3: | Monday June 21st   | 11.00 Warning signal / one or more races  |
| Day 4: | Tuesday June 22nd  | 11.00 Warning signal / one or more races<br>20.00 Prize giving ceremony of Coupe de l'Entente Cordiale at SNT.  |

**5.2 Open de France**

|        |                     |   |
|--------|---------------------|---|
| Day 1: | Wednesday June 23rd | 09.00 to 11.00 last lifting in, welcoming of participants at SNT, registration, FFV racing licences and medical stamp checking, measurement & remittance of sailing instructions & pennants<br>11.00 Skippers briefing<br>13.00 Warning signal / one or more races<br>19.30 Welcoming cocktail at SNT |
| Day 2: | Thursday June 24th  | 11.00 Warning signal / one or more races  |
| Day 3: | Friday June 25th    | 10.00 Warning signal / one or more races<br>16.00 Back to harbour and lifting out till 17.30<br>19.00 Prize giving ceremony of the Open de France at SNT.   |
| Day 4: | Saturday June 26th  | 09.00 – 17.00 lifting out   |

**Notes**

- There will be no warning signal later than 17.00 on June 23rd & 14.00 on June 25th
- Three races may be sailed on any day, at the discretion of the Race Committee, in order to suit local conditions, to achieve a minimum total of 4 races for the Coupe de l'Entente Cordiale on the one hand and the same for the Open de France on the other hand
- The schedule and times mentioned above may be changed by the Organising Authority in the Sailing Instructions or amendments to them
- Social events : a programme will be published later on.

**6. Sailing instructions**

Sailing Instructions and exhibits, if any, will be available at registration and will be posted in accordance with federal instructions.

**7. Courses & Time limit**

The courses to be sailed will be windward / leeward type: Racing will be on the Quiberon Bay.

**8. Alternative Penalties**

Rule 44.2 is changed so that the two turns penalty is replaced by only one turn penalty.

**9. Class & Scoring**

9.1 The Coupe de l'Entente Cordiale as well as the Open de France shall be sailed in 2 categories :  
Moderns, Classics

with 2 different scores. There will be 1 start. If the total number of entrants exceeds 15, the Race Committee may decide to have two starts, one for the Modern followed up by one for the Classics.

9.2 Scoring will be in accordance with RRS Appendix A – Low Point System,

The Coupe de l'Entente Cordiale as well as the Open de France shall be valid if 4 (four) races are sailed with respect to each regatta. If more than 5 races are sailed, the worst result will be discarded.

**10. Radio communication**

Except in an emergency or when communicating with the Race Committee, a boat shall neither make radio transmissions while racing nor receive radio communication not available to all boats.

This restriction also applies to mobile telephones.

**11. Prizes**

Prizes will be awarded to the first three boats with the best score in each of two categories: "Classic" and "Modern".

**12. Responsibility**

All competitors taking part in the regatta do so entirely at their own risk (see RRS 4: The decision to race). The organising authorities do not accept any responsibility in the case of damage to equipment, injuries or death within the framework of the regatta, which includes before, during and after the regatta.

**13. Insurance**

Each foreign participating boat must be in possession of valid third party insurance or equivalent, with a minimum cover of 1.5 million Euros, for the event. Each participant will provide the Organizing Authority with the original of the yacht's Insurance Certificate, if requested to do so.

**14. Boats storage**

Participants will benefit from the following special tariffs regarding boat storage for the period between the Open de France and the Voiles Classiques, i.e. from June 26th to July 13th:

|                     |   |   |
|---------------------|---|---|
| - cradle rental     | : | 50.00 euros for 17 days                                 |
| - on shore location | : | 6.00 euros per day 42 euros, i.e. 6 € x 17 days = 102 € |
| Total               |   | 152.00 euros per boat.                                  |

**15. Useful contacts**

Contact organisation : Tel 00 33 (0)2 97 55 73 48 – Fax 00 33 (0)2 97 55 85 78

Societe Nautique de la Trinité-sur-mer SNT

BP 19 – 56470 LA TRINITE/MER

Chairman : Jean-Pierre BLAVEC

Race secretary: Françoise LE ROUX

Mail: [accueil@snt-voile.org](mailto:accueil@snt-voile.org)

Web site: [www.snt-voile.org](http://www.snt-voile.org)

**Office harbour:** Tel 00 33 (0)2 97 55 71 49 – Fax 00 33 (0)2 97 55 86 89

Mail: [trinite-sur-mer@wanadoo.fr](mailto:trinite-sur-mer@wanadoo.fr)

Web site: [www.baiedequiberon.com](http://www.baiedequiberon.com)

**Tourist Office:** Tel 00 33 (0)2 97 55 72 21 – Fax 00 33 (0) 2 97 55 78 07

Mail: [tourisme@ot-trinite-sur-mer.fr](mailto:tourisme@ot-trinite-sur-mer.fr)

Web site : [www.ot-trinite-sur-mer.fr](http://www.ot-trinite-sur-mer.fr)



**La Trinité-sur-mer / ENTRY FORM**  
**COUPE DE L'ENTENTE CORDIALE (June 19th – 22nd 2010)**   
**OPEN DE FRANCE (June 23rd – 25th 2010)**

**To be returned prior to June 1st 2010 to :**

SNT – Môle Eric Tabarly  
 BP 19  
 56470 LA TRINITE SUR MER  
 Tel + 33 (0) 2 97 55 73 48 Fax +33(0) 2 97 55 85 78  
 Mail: accueil@snt-voile.org Site: www.snt-voile.org



Name of Yacht: \_\_\_\_\_ Sail Number: \_\_\_\_\_

Yacht Designer: \_\_\_\_\_

Yacht Builder: \_\_\_\_\_

Building Year: \_\_\_\_\_ Latest year of major restoration: \_\_\_\_\_

Modern Yacht: \_\_\_\_\_ Classic Yacht: \_\_\_\_\_ (Please check one)

Owner's Name & Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ Mobile: \_\_\_\_\_ e-mail: \_\_\_\_\_

Entrant's yacht club: \_\_\_\_\_

Helmsman: \_\_\_\_\_ Nationality: \_\_\_\_\_

Club: \_\_\_\_\_

1st Crew: \_\_\_\_\_ Nationality: \_\_\_\_\_

2nd Crew: \_\_\_\_\_ Nationality: \_\_\_\_\_

3rd Crew: \_\_\_\_\_ Nationality: \_\_\_\_\_

4th Crew: \_\_\_\_\_ Nationality: \_\_\_\_\_

5th Crew: \_\_\_\_\_ Nationality: \_\_\_\_\_

6th Crew: \_\_\_\_\_ Nationality: \_\_\_\_\_

Numbers attending, including guests (for planning only) \_\_\_\_\_

Copy of valid Six Metre certificate:

Enclosed  Not enclosed  (please check one)

Planning to arrive on \_\_\_\_\_

Requiring lorry parking space: yes  no  (Please check one)

Inflatable tender: yes  no  (Please check one)

Entry Fee:  350.00 € for yachts participating to both regattas  
 150.00 € for yachts participating to only one regatta

By bank transfer made out to the SNT and sent to :

Credit Maritime Auray :

6 Rue du Père Eternel – 56400 AURAY - FRANCE

Tel: (33) (0)2 97 56 20 14

Account No: 17219 40510 00700275630 50

International Bank Account Number (IBAN): FR76 1721 9405 1000 7002 7563 050

Bank Identifier Code (BIC): CMMLFR21XXX

Or payable by credit card (VISA)

Please debit my credit card  350.00 € for yachts participating to both regattas  
 150.00 € for yachts participating to only one regatta

For credit card N°

Expire Fin     3 last digits

Signature : \_\_\_\_\_

The entry fee is inclusive of VAT and includes :

- berthing on the pontoon for competing yachts from June 18th to June 26th in La Trinité-sur-Mer, with fresh water and electricity,
- welcome opening cocktail,
- lorry parking during the time of the regattas,
- prize giving ceremonies.

I enclose my entry fee

The signatory agrees:

To be bound by the Racing Rules of Sailing and by all other rules that govern this event,

To accept full responsibility for the behavior and dress of the boat's crew and guests,

The Organizing Authority shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner/competitor, his skipper or crew, as a result of their taking part in the race or races. Moreover, every owner/competitor warrants the suitability of his yacht for the race or races,

The safety of a yacht and her entire management including insurance shall be the sole responsibility of the owner/competitor who must ensure that the yacht is fully found, thoroughly seaworthy and manned by a crew sufficient in number and experience and physically fit to face bad weather. The owner/competitor must be satisfied as to the soundness of the hull, spars, rigging and all gear. He must ensure that all safety equipment is properly maintained, stowed and in date and that the crew knows where it is kept and how it is to be used,

Notwithstanding the establishment of these conditions, their use by the race organizers and the inspection of the yacht under these conditions, the absolute responsibility of the owner/competitor remains unlimited. The crew members are nonetheless advised to satisfy themselves as to the experience of the skipper and the adequacy of the safety equipment and insurance arrangements.

Dated : \_\_\_\_\_ Signed: \_\_\_\_\_

Owner/Skipper

©Gilles Favez



## 6mJl activities in Great Britain

Cowes Classic Week 09 KM © Kathy Masfield

British International Six Metre Season – 2010  
After some very indifferent sailing conditions in 2009 the British Six Metre fleet looks forward to a busy season in the Solent, the West Country, France and Switzerland. Event planning to satisfy a range of preferences can be difficult, particularly with integration of a busy European 6m regatta programme.

This year the British Six Metres will get off to a good start in Falmouth; currently with 16 entries. We join the International One Designs and with the Royal Cornwall Yacht Club as hosts, racing and socialising will be enthusiastic! The Six Metre Owners have long felt that we should have a regular West Country event; we have raced in Fowey and Torquay, and Falmouth promises sublime sailing and certainly a good Cornish welcome.. The UK fleet is now big enough to support two centres; the Solent and the West Country. There are actually eight Sixes in the Fowey/Falmouth area. Two years ago there were two. Recession? What recession...



1. There has been a long association with the French Six Metres in Brittany; visiting British owners have enjoyed the great sailing and on shore festivities - and are always pleased to return for the regular June fixture. It is very much a friendly regatta and with French 6m Commodore Stefan O'Reilly Hyland and the Société Nautique de la Trinité sur Mer [http://www.google.co.uk/url?sa=t&source=web&ct=res&cd=1&ved=0CAoQFjAA&url=http%3A%2F%2Fwww.snt-voile.org%2F&rct=j&q=Societe+Nautique+Trinite&ei=a-x7S4XYHM2TjAeMxcm\\_Aw&usg=AFQjCNG9Am6jf-LR-JicMb\\_\\_sptXzxV89cA](http://www.google.co.uk/url?sa=t&source=web&ct=res&cd=1&ved=0CAoQFjAA&url=http%3A%2F%2Fwww.snt-voile.org%2F&rct=j&q=Societe+Nautique+Trinite&ei=a-x7S4XYHM2TjAeMxcm_Aw&usg=AFQjCNG9Am6jf-LR-JicMb__sptXzxV89cA), we are in good hands. Some of our Sixes will travel on to Brunnen in Switzerland to meet our fellow 6m European owners at the Six Metre Europeans. Brunnen is situated on the shores of Lake Lucerne with fabulous views of Gotthard Massif. Serious racing, great hospitality, stunning location.

While being historically Solent based, the attraction of sunnier climates has often split the fleet. This year we have chosen Solent events that don't clash with European events, using the Red Funnel and Solent Keelboat Series and then integrated these regattas with our normal UK programme – it didn't quite work, but we are getting there!

As one of the founder classes in Cowes Classics Week, the Six Metres will be out in force. With the Big Classics coming to Cowes for the Westward Cup and more keelboat classes entering, this will be the biggest CCW yet. The Household Division Regatta has always been a Six Metre fixture as is the Royal Yacht Squadron Keelboat Regatta on the Sunday. CCW is in its fourth year and is being seen as welcome fixture for the classic yacht fraternity. Exciting times!

A truly fun event is the Bursledon Regatta; supported by Tom Richardson of the Elephant Boatyard, the yard takes on a theatrical flavour – and the racing is stirring as well...

On a more serious note, the Royal Southern Yacht Club has again kindly agreed to host our Nationals in September when the fleet is back together again. After a days racing in the Eastern Solent then back onto the to the RStnYC pontoons, drink on the balcony and then to dinner in the club, 6m sailing is at its best.

To round off the season, a "carefully selected" BISMA team is sent to Vancouver, Canada to race for the Queen Christina Nations Cup. Each year the host nation provides the boats, the accommodation and social events, strictly in accordance with the QCNC Deed of Gift. All one can say is that it is a truly memorable event. With all the talk of a certain famous (and in danger of being infamous) Deed of Gift, have a look at <http://kamppi.net/qcnc/index.php?page=deedofgift>.

## 2010 in Sixes

Falmouth Spring Regatta 21-23rd May – Royal Cornwall Yacht Club

La Trinité sur Mer – L'Entente Cordiale & French Classic Regatta 19 -26th June – Société Nautique La Trinité

Solent - Stug Perry – 10-11th July – Royal Corinthian Yacht Club

Brunner, Switzerland - European Championships 23-28th July – Regatta Verein Brunnen/ISMA

Cowes - Cowes Classics Week - 18-23rd July – Royal London Yacht Club

Cowes - Household Division Regatta – 24th July – Royal Yacht Squadron

Cowes - Royal Yacht Squadron Keelboat Regatta – 25th July – Royal Yacht Squadron

Hamble - Bursledon Regatta, – 29th August – Bursledon Regatta c/o Elephant Boatyard

Hamble - British National Championships – 2-5th September – Royal Southern Yacht Club

The Sixes are becoming a great class to sail with. We need more owners, enthusiasts and supporters. Interested? Call me.

Happy sailing!

Rees Martin

Hon. Secretary

rees@6mr.org.uk <mailto:rees@6mr.org.uk>

www.6mr.org.uk

0207 627 0944

07787 514884



Bluebird © Kathy Mansfield

## 6mJl activities in Sweden

### What is happening in Sweden?

#### Change of crew

At the annual meeting in February a new board was elected to meet the challenges in the coming years. The members of the board are; Thomas Lundqvist, President, Johan H. Larson, Vice President, Jorgen Nilsson, Secretary, Kaj Siik, Treasurer, Annica Hellqvist, Events, Staffan Berg, Website and communication, Emil Wiberg, Racing and Pr.

#### Racing Events 2010-2012

Our main focus is to offer a long term racing plan until 2012 and further onwards to assure existing and potential new 6mR owners and crews, that it is worthwhile to invest in the 6mR class. The events will combine new and interesting racing formats with a broad communication strategy to attract new people into the 6M-class.

We are frequently updating our website [www.6mr.se](http://www.6mr.se) with the latest information about the activities in Sweden. You will find there a lot of useful information about the upcoming events.

#### Stockholm Six Metre Grand Prix



The Stockholm Six Metre Grand Prix June 3-6th, to be held annually, is a city race in the narrow waters downtown of Stockholm, passing many interesting places, like the Royal Castle, The Royal Opera, Grand Hotel and The Old Town.

The base of the event will be Skeppsholmen, an old Navy base, since many years turned into a maritime and cultural center, including the Museum of Modern Arts. The time and venue is well chosen, as it is the busiest week of the year and Skeppsholmen is the middle of the action.

The Stockholm Marathon with the race course along the water is taking place <http://www.plutosystems.se/downloadfiler/Sweden%20ISMA%20news.doc> on June 5th, so we would have tens of thousands of spectators watching the 6-Metres racing, as well. The Swedish National Day June 6th will be another day of celebrations with thousands of Swedish flags hoisted all over the town with the 6mR class racing on the water.



## The 6-Metre Olympic Regatta in Stockholm June 2-5th 2012



It has recently been agreed with the Swedish Olympic Committee (SOC) to arrange a 6-Metre regatta on the waters next to the Stockholm Town Hall (venue of the Nobel Prize dinner), where the official 1912 – 2012 Olympic Banquet will take place on the evening of June 5th.

Thus, the 6-Metre event will be directly integrated with the Olympic celebrations in Stockholm with the possibility to have the prize giving before the banquet in presence of all the guests attending the Banquet, including HM the King and Queen of Sweden and the IOC President.

## European Championships 2012 in Nynashamn



The planning of the Olympic 1912 anniversary regatta has since some months already started and will certainly be a very well organized event in a stunning part of the archipelago south of Stockholm. A preliminary programme is already decided, where the 6-Metre Europeans will be the high light of the whole regatta.

Please, visit the Swedish 6mR website, where further information will be frequently presented.

## The Oresund fleet



To strengthen the 6-Metre activities in southern part of Sweden a new local fleet has been created for the area of the straight of Oresund. The idea is to build up a cooperation with the Danish Metre boats and in the future also with the local fleets in Flensburg and Kiel. The Kiel Yacht Club is this year hosting a classic regatta, including the 6-Metres.

## The 2009 World Champions



Last, but not least, we are celebrating the victory of Hugo Stenbeck and his team onboard Sophie II, which has created a surge among the younger racing crowd in Sweden. The attention is important to attract younger categories of racers into the 6mR-class, which already has been noticed through inquiries for racing and available 6-Metres.

From the Swedish Fleet  
Thomas Lundqvist  
President  
Website: [www.6mr.se](http://www.6mr.se)

## 6 Metre activities in The Öresunds Region in the South of Sweden

The interest for sailing Sixies is increasing in the Region and we have 12-15 nice sailors that would like to start racing outside Malmö. Though, we need more boats and hope that at least two more modern boats would be bought to the region before next summer.

After discussions with Malmö Segelsällskap, MSS (Malmö Yacht Club) they kindly offered to start the Sixies in their Keel Boat Regatta 22-23 May 2010, to which we hope to see classics and modern Sixies from nearby countries, and of course a lot of boats from Stockholm.

During the season we are planning to have four week-end regattas, either fleet or match-race, and by the end of the season (end of September) race in Copenhagen at The Copenhagen Metre Yacht Cup arranged by the Danish Twelves and The Royal Danish Yacht Club. Last year was a success!

The Rolex-Baltic Week for Metre Yachts will take place 30.6-4.7 2010 in Kiel, please visit [www.rolex-baltic-week.com](http://www.rolex-baltic-week.com) for more information.

We have discussed preliminary about having the modern boats standing in their cradles in Limhamn, MSS has an 8 ton crane.

We invite Sixies from nearby to come and race with us during the season, travelling by car between Copenhagen and Malmö is only 20 minutes, please check out for more info [www.oresundsbron.com](http://www.oresundsbron.com). For more info about Malmö Yacht Club please visit [www.mss.m.se](http://www.mss.m.se). If You would like to keep Your boat in Malmö during the season 2010, please let us know and we will fix it.

And don't forget to listen to Duran Duran's Notorious!! It's on You Tube!

Best Six Metre Regards from The Öresunds Region!

Douglas

6 mR S 114 Notorious  
Phone +46-(0)70-2671997

e-mail

[douglasreincke@msn.com](mailto:douglasreincke@msn.com)



## Latest news from the 6 mR fleet in The Öresund Region

We are pleased to announce that the 6 mR Center of Xcellence hosted by The Sail, Design and Fun Foundation is starting it's activity in Limhamn, Malmö.

The Center offers sailing, training, and racing with Modern Sixies for adults and youths, and also NPD youths (Neuro Psychological Disfunction). The aim is to encourage more youths to sailing and of course also to get more and younger Six Metre sailors to the fleet. The Center hopes that it will have two youth crews in the WC's and EC 2011-13 and Peter Norlin is invited to act as helmsman on SWE 133 Jungfrun with one of the crews.

The youth training is starting in August.

The Center cooperates with The Mitten University in Sweden on doing reseach on how sailing could influence and develop the NPD youths and Skånes Sailing Association offers two sail coaches for youth training.

The 6 mR Center of Xcellence is also arranging 1-2 times a year conferences on aerodynamis, design, material and tactics and Professor Dan Zenkert from The Royal Institute of Technology in Stockholm is invited to speak about materials. Futher more the youths will be informed about the Metre Rule and it's history, successful yacht designers, and yacht clubs and culture.

The basis for the Center is Limhamn and Malmö Yahct Club.

The Center is also proud of including three of Peter Norlin's designs to the fleet, that is Swe 114 Notorious, SWE 133 Jungfrun and SWE 134 Evelina. The aim is to have six Modern Sixies totaly included shortly.

The 6 mR Center of Xcellence is managed by Douglas and Kristina Reincke and Anders Brinnen.

We invite You all to encourage youths all over the world to take part in the Center activities, enjoy and be trained in Six Metre sailing and be a part of the International Six Metre world, it's a life long enjoyment! And of course everyone that want's to do some Six Metre sailing in The Öresund Region is welcome!

And once again, don't forget to listen to Duran Duran's Notorious, it's on You Tube!

Douglas Reincke  
+46-(0)70-2671997  
douglasreincke@msn.com

GBR 89 Battlecry.©Gilles Favez



## 6mJl activities in Germany



*Liebe Meterklassefrüude !*

Vor bald 15 Jahren fanden die ersten Regatten um den Robbe & Berking Sterling Cup für Meterklassen yachten auf der Flensburger Förde statt. Seit dem haben wir eine ganze Reihe, z.T. sehr spektakulärer Regatten veranstalten dürfen. Höhepunkte waren sicher die Robbe & Berking Weltmeisterschaften der 5.5 und 12mR Yachten und die Robbe & Berking Europameisterschaften der 6mR und 8mR Yachten. In den kommenden Jahren wird Robbe & Berking nun gemeinsam mit Rolex, dem Kieler Yacht Club und dem Flensburger Segel Club 6mR, 8mR und 12mR Yachten abwechselnd nach Kiel und Flensburg einladen. Wir beginnen in diesem Jahr in Kiel.

Ich freue mich Euch und Eure Schiffe dort am 30. Juni 2010 begrüßen zu dürfen.

*Dear sailors and friends !*

It is some 15 years ago that the first races for the Robbe & Berking Sterling Cup for Metre Yachts took place on the Flensburg fjord. A lot of marvelous races followed year by year. Highlights for the time being were the Robbe & Berking World Championships for the 5.5 and 12 Metre yachts and the Robbe & Berking European Championships for the 6 and 8 Metre yachts. In the coming years and in cooperation with Rolex, Kieler Yacht Club and Flensburger Segel Club I would like to invite 6, 8 and 12 Metre yachts rotational to Flensburg and Kiel. We will start in Kiel this summer. I will be very happy to welcome all of you and your boats in Kiel on June 30th.

Herzliche Grüße,  
best regards,

*Oliver Fehrig*

**ROBBE & BERKING**  
SINCE 1874

[oliver.berking@robbeberking.de](mailto:oliver.berking@robbeberking.de) <http://www.robbeberking.de>

## Rolex Baltic Week

Kiel, Germany

June 30 - July 4, 2010

Traditional Metre yachts bring spectacle to Rolex Baltic Week

KIEL, GERMANY. They are witnesses of bygone times and have a nostalgic beauty of their trade: but the sailing yachts of the traditional Metre classes are also competitive racing crafts. Their majestic airs will be sure to enthral onlookers in the years to come, when Rolex Baltic Week summons these classic yachts to race along the Baltic shores alternating between Kiel and Flensburg. The Kieler Yacht-Club (KYC) will host the regatta's seventh edition in 2010, which will feature races in the 6mR, 8mR and 12mR classes off the club's headquarters at the Hindenburgufer shoreline in the city of Kiel. From 30 June to 4 July, races will be for the Robbe & Berking mR Sterling Cup. The year after, the regatta will be hosted by the Flensburger Segel-Club (FSC) close to the Danish border.

Classic sailing yachts and the exclusive Swiss brand of timepieces are perfect partners from an image point of view, and have harmoniously paired up in the course of the international regatta calendar a number of times. Shining examples of this partnership are the recent Les Voiles de Saint-Tropez (formerly La Nioulargue) in France for the prize of a Rolex Trophy, and the Portofino Rolex Trophy in Italy, which will be carried out for the second time from 13 to 16 May 2010. „The Metre classes are an extraordinary beautiful segment of yachting and will form another new and top highlight in the Rolex Baltic Week,“ says Peter Streit, CEO of Rolex Germany.

In the wake of a hugely successful Star Class European Championship at the 2009 Rolex Baltic Week, with its record entry of nearly 100 boats at Kiel's Olympic Marina Schilksee, the annual regatta will once again take place in the capital of Schleswig-Holstein. „We are very happy to see Rolex continue the partnership after the debut this year, and that we will once again take up racing only a few days after the Kieler Woche, this time right at the heart of the Kieler Yacht-Club,“ says the club's president, Henning Winter. The former Krupp villa with its hotel and restaurant, which has been re-opened after extensive renovations this year, and the race area on the Inner and Outer Kiel Fjord will together create the ideal ambience for the teams and friends of Rolex Baltic Week 2010's target classes.

„I'm sure that the skippers and crews of these dream yachts will very much enjoy the surroundings,“ states Oliver Berking, owner of the Silver and Yachts Manufacturer Robbe & Berking. Together with the Flensburger Segel-Club he had organized the Robbe & Berking mR Sterling Cup since 1995 and made the German Baltic coast a Mecca for Metre class yachts.

Whilst the 6-Metres and 8-Metres are impressive, it is the big 12-Metres which invariably catch the eye. A well-known guest of this class could be Erna Signe from Sandefjord, Norway who will celebrate her 99th birthday next year. This year, she was the oldest boat taking part in the Robbe & Berking mR Sterling Cup. Then there is Thea (launched in 1918) of Hans Michael Jebsen, and Patrick Howaldt's Vanity V of 1936, who are both sailing for the Royal Danish Yacht Club Copenhagen. Wilfried Beeck's Trivia of 1937 may also adorn her KYC home waters.

Current Sterling Cup defender is the Sphinx, re-launched in 2008 after two years of renovation by the Flensburg boat-yard Robbe & Berking Classics. Co-owner and FSC president Jochen Frank promises: „We will obviously be the first to lodge our entry for the 2010 Rolex Baltic Week.“ He hopes for a remake of the intra-club challenge by Anitra (1928, owned by Martin/Stihl/Tess), whom he beat by just one point this year. The following year the eighth Rolex Baltic Week will be held at the FSC clubhouse in Gluecksburg, then newly renovated, making it another ideal host venue for the Rolex Baltic Week after Neustadt (until 2007), Travemuende in 2008 (for the Rolex Farr 40 Europeans) and two consecutive years at „Kiel.Sailing City“.

The Rolex Baltic Week is the only regatta event in Germany supported by Rolex, and an addition to the Rolex international yachting portfolio, which also encompasses the Rolex Middle Sea Race just finished in Malta, and the Rolex Sydney Hobart Yacht Race starting on Boxing Day in Australia.

If you want to download high-resolution pictures, which are in general provided royalty-free for editorial use by media, please register on [www.regattanews.com](http://www.regattanews.com), the official website for all Rolex regattas. This site and the event website [www.rolex-baltic-week.com](http://www.rolex-baltic-week.com) also provide further information. (end)

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[www.regattanews.com](http://www.regattanews.com)

[www.kpms.com](http://www.kpms.com)

## Unser Melita (6mR) K19 wird dieses Jahr 100 Jahre.

Wir haben vor, die Europameisterschaft mit unserem Schiff zu besuchen (ohne Regattatätigkeit). Was wir benutzen wollen: Einen Gästeplatz und ein Platz auf dem Trailerabstellplatz.

Wir wollen so An- und Abreisen ohne das Regattafeld beim Kranen zu stören ( etwas später kommen event. Mo 19.7.).

Gruss aus dem Allgäu

K'arin & Hansjörg Kühnbach  
Überbacher Hauptstr.15  
D-87463 Dietmannsried  
Tel. +49 8374 6001  
E-Mail: art-ueberbach@t-online.de  
Internet:www.art-ueberbach.de

## 100 years Melita 6mJl K19

We intend to visit the Europeans 2010 with K19 but we will not participate in the races. You could hopefully offer us a mooring and a trailer parking.



## 6mJI activities in Italy



Genoa, November 18<sup>th</sup>, 2009

Mr Tim Street  
International Six Meter Association

Dear Tim,

following last year's success, Yacht Club Italiano with the support of Rolex will organise in 2010 the second edition of the Portofino Rolex Trophy. On this occasion, we would like to take the opportunity to invite you to this event which is dedicated to boats that represent the history of sailing.

The regatta is exclusively open to J Class, 12 M, 8 M and 6 M boats and will be held at Portofino from the 14<sup>th</sup> to the 16<sup>th</sup> of May 2010.

The programme features a three-day event in the enchanting setting of the Tigullio Gulf. We are sure that you will appreciate the opportunity to sail and compete with your boat in one of the world's most beautiful spots and during the best time of the year.

The regatta centre will be Portofino, where we shall provide you with a mooring from the 13<sup>th</sup> through to the 17<sup>th</sup> of May.

An overland shuttle service will facilitate your crew's movements.

The secretariat of the Yacht Club Italiano is at your disposal for any further requirements and information requests.

We hope you will join us to celebrate this second edition of Portofino Rolex Trophy and we look forward to receiving your reply.

Yours sincerely,

Carlo Crocchi  
Yacht Club Italiano

GianRaffaello Marini  
Rolex Italia

Yacht Club Italiano - Porticciolo Duca degli Abruzzi - 16129 Genova  
tel 010 2461206 fax 010 2461193 email info@yci.it



Cogliamo l'occasione per informarvi che il IX Trofeo G.H.Serbelloni si svolgerà nei giorni settembre 17-18-19 settembre 2010



CIRCOLO DELLA VELA PESCALLO

## 6mJl activities in Finland

### The Finnish 6mR Race Calendar 2010

| Date  | Month  | Race                   | Organising Authority | Place          | Ranking |
|-------|--------|------------------------|----------------------|----------------|---------|
| 9     | June   | Wednesday Series       | HSS                  | Helsinki       |         |
| 16    | June   | Wednesday Series       | HSS                  | Helsinki       |         |
| 19-20 | June   | RR Regatta             | ESF                  | Espoo          | R       |
| 3-4   | July   | Helsinki Regatta       | HSS & Co             | Helsinki       | R       |
| 6     | July   | Andö Cup               | FINSMA               | Helsinki-Inkoo |         |
| 8-10  | July   | Hangö Regatta          | HSF & Co             | Hanko          | R       |
| 6-8   | August | Finnish Nationals      | SuPS                 | Helsinki       | R       |
| 11    | August | Wednesday Series       | HSS                  | Helsinki       |         |
| 13    | August | Sinebrychoff Challenge | NJK & FINSMA         | Helsinki       |         |
| 14    | August | Viaporin Tuoppi        | SuPS                 | Helsinki       |         |
| 18    | August | Wednesday Series       | HSS                  | Helsinki       |         |
| 28-29 | August | Musto Classic          | BS                   | Helsinki       | R       |

## WELCOME TO HELSINKI FOR THE 6mR WORLD CUP 2011



### The XIXth World Cup for the Six Metre

class will be held in 2011 in Helsinki, Finland. The regatta will form a central part of the 150-years anniversary of Nyländska Jaktklubben, the largest yacht club in Finland. The regatta will run from August 5 to 12, scheduled as follows: 1-4.8. Sail measurement, 5.8. Registration, 6-7.8. Tune-up races 1-4, 8-11.8. Races 1-8, 12.8. Reserve day and prize giving ceremony.

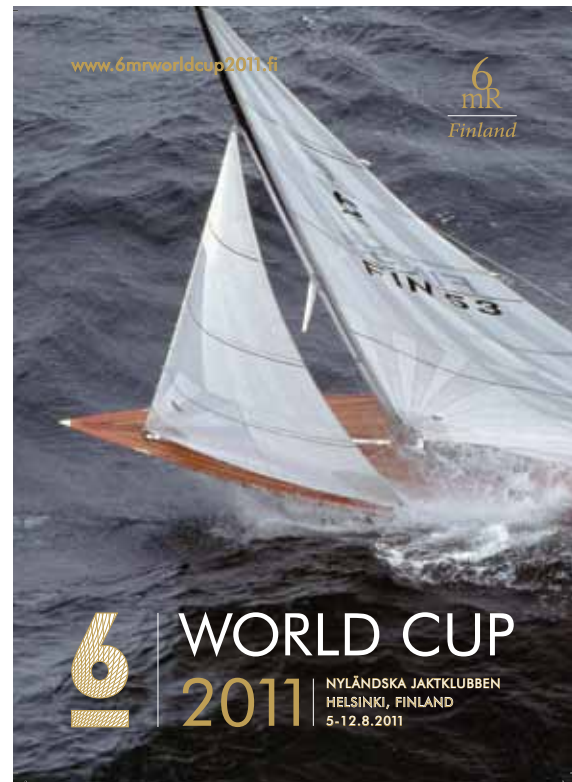
The World Cup for Six Metres was started in 1973, running on a biannual basis. From 1995 onwards, the Classic Sixes raced as a separate division. In 2011, the Modern Fleet will compete for the World Cup, while the Classic Fleet will battle for the Djinn Trophy. A turnout of some 50 yachts is expected.

The Classic division is quite strong in the host country. Finnish sixes have won the Classic World Cup in 1995, 1999 and 2003. The modern Sixes of Sweden have already won the World Cup six times.

### Local conditions, getting there

The courses will be on waters south of Helsinki, on the Gulf of Finland. The course area has no tides and minimal currents. Waves are normally rather short and choppy. In summer, a thermal onshore wind can be expected to build throughout the day to a fresh afternoon breeze. In August, the occasional squall may hit the area. The Six Metre fleet will be berthed at the scenic NJK club harbor of Blekholmen (Valkosaari), right at the heart of classic downtown Helsinki. The distance to the course area is 4-5 nautical miles.

In the 1920s, the Six Metres sailed on their own keels to the regattas in Helsinki, Hanko and Sandhamn in Sweden. Today, competitors may choose the ferry services from Stockholm, Tallinn or Travemünde. The organizers are negotiating for good deals and will furnish further transport information on their websites.



### **Regatta history**

Helsinki has served as host for the Scandinavian Gold Cup regatta in Six Metres twice, in 1939 and 1951. Will we see any of the prestigious 1922-1952 Cup winners in Helsinki in 2011?

The last Olympic regatta for the Six Metre class was held in Helsinki in 1952. The Finnish bronze medalist Ali-Baba II (then named Ralia) will certainly be racing at the World Cup. Hopefully we will also see 5<sup>th</sup> placed Djinn and 9<sup>th</sup> placed Titia on the starting line in Helsinki, 49 years later.

The first Six Metre World Cup in Finland was held in Hanko in 1999. 15 modern sixes and 32 classic sixes participated. In addition to the Finnish and Swedish fleets, the Swiss and American contingents were particularly strong. Will we meet the 1999 Modern medalists Fleau, May Be XIV and Courage VII? The Classic podium trio of Ali-Baba II, Mariana and Toy, all local boats, will certainly be contesting for the Cup once more.

Henry Ericsson, information officer, XIX 6mR World Cup, on behalf of the organizers

Nyländska Jaktklubben  
[www.njk.fi](http://www.njk.fi),

Finnish Six Metre Association  
[www.6mr.fi](http://www.6mr.fi)

International Six Metre Association  
[www.6metre.ch/ISMA\\_news](http://www.6metre.ch/ISMA_news)



6m\_fin50alibabastartar\_hangö

## **Market place**

To get ISMA bulletins slimmer (and therefore cheaper) the 6mJI market place is transferred to the [www.6metre.ch](http://www.6metre.ch) site only.

## Technical page

Hello Guy-Roland

I am now working with many Finnish Classic six metres and one of them is Silène III FIN-61 ex Z-41.

You measured this boat 1983. But the measurement is in fresh water with rating 6.030.

Can you explain the measurements.

For example:

- the difference of immersion in salt and fresh water is 9mm
- freeboard, I add 9mm to get the freeboard in salt water
- the length L1-L1 (7.521m) measurement is 90mm up from saltwater
- the maximum sail area is the same in salt water measurement
- what is hand written in the end of page 'Conditions diverses'
- why this system was used in Switzerland?
- finally can you find any other earlier certificate of measurement? For example measurement which was made by Henri Copponex 5.5.1955.

I will measure Silène to the present rule with the original measurement marks and with the special classic immersion triangle 50 mm above. That's why I have to know the original measurements.

If I don't find any other I will use the 1983 measurement as an original.

In the attachment you find the 1983 certificate in the present measurement template.

For the events 2011 Six metre World Cup and 5.5 Metre World Championship we are ready to take care of the measurements and boat check with Mr Jaakko Olkkonen (Finnish SF chief keel boat measurer). Do you have any plans for the coming years?

with best regards

Matti [mailto:masa@kotikone.fi]

Hello Matti,

A 6m measured in fresh water will float deeper and therefore have a longer LWL and L. It is not sufficient to add 9mm to mid girth and freeboard, and subtract 9mm on draught. This method was recognized by IYRU for fresh water measure. If you want to go to 6m you need to float your boat, measure water density and freeboard, and adjust the your positioning of the LWL accordingly. If water density is 1.000 kg/dm<sup>3</sup> the LWL will be 9mm lower, if density is 1.0125 kg/dm<sup>3</sup> LWL will be 4.5mm lower. From that new measure you can reposition L1. Your L will be smaller, the girths differences will be bigger, freeboard will be bigger, d will be bigger, draught will be smaller and you will get a rating of 6m instead of 6.03.

It is important to check water density in the Baltic, it is normally less than 1.025 and there is a big variation with seasons due to ice melting (fresh water!).

I will check in my archive what I have for Silène, but for sure all certificates have been issued in fresh water at 6.03.

For 2011 world championship I will see with the ISMA what they plan.

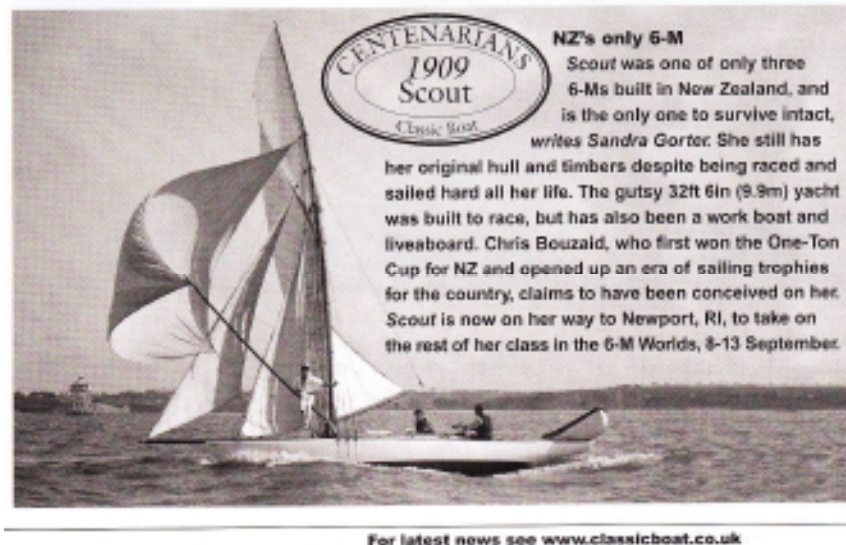
Best regards

Guy-Roland guyroland.perrin@gmail.com

©Gilles Favez ISMA 7



## Information of general interest



When we looked through the old ISMA archives we found a proposition of Marc Berthier for an ISMA logo. It's nice but may be some too complex as to used throughout all publications and events.

But it should be seen another time:



Bill Green sails his Classic Six Nancy GBR 28 but is also on the top level of modern sailing yacht building. The following pages by courtesy of © SEAHORSE magazine, the RORC official magazine.



Sometimes USA-born 'master-builder' Bill Green (left) and his business partner Ian King get the time they would like to produce pieces of composite artwork like *Ran* and the perhaps even more glorious new *Jethou* – other times life is a bit rushed, as with *Pirates of the Caribbean* (left). Either way the products of this Lymington-based business rarely fail to turn heads and win races... which at the end of the day is after all the point

## Green Marine project manager Adrian Gillitt reflects on the gestation of probably the most exotic IRC racer launched to date

### Project set up

Our discussions with the *Ran* project team started in late 2007, with the owners holding the first design group meeting more than 18 weeks before construction was due to start. Designer, structural engineer, electronics expert, builder, interior designer, project manager, sailmaker and skipper... the whole team were assembled, and the brief was spelt out. Having such a strong team assembled so early in the project allowed time for all the ideas to be thrashed out before construction started. The clean and efficient layout and the co-ordinated

40 SEAHORSE

paint scheme are a result of work carried out almost a year before launch date.

A light boat is a fast boat. The lighter the structure, the heavier the bulb can be. The heavier the keel bulb, the higher the righting moment and the better the sail-carrying ability of the yacht. For a raceboat builder reliable structure and low weight are everything.

The owner and designer had saved 200kg before we even started the project by eliminating a lifting-keel system and opting for a fixed draft of 4.8m. From that point it became our responsibility to minimise the boat's structural weight. There are a number of things a builder can do to keep unnecessary weight off the boat...

### Choose the lightest build method

During the construction process weight can be saved in many areas. With *Ran* you have over 280m<sup>2</sup> of hull and deck to play with; even if you can make a relatively small saving of 200-300g/m<sup>2</sup> this soon adds up and can easily lead to a 60-80kg weight saving. On this project it was decided early on that building the shells in a female mould would be the lightest and most accurate method.

At Green Marine we have been building female-moulded raceboats for over 10 years and each one we build is better than the last. More recently (in the past six years) we have perfected the direct female-fabricated mould which is more cost effective for a one-off racing boat than the conventional plug-and-mould process. A female-moulded hull and deck can save weight by reducing the filler required on the outside skin. In fact, on several recent projects we have simply sprayed a clear paint system straight onto the moulded hull (on the VO60 *Assa Abloy*, ACC *Mascalzone Latino* and IRC60 *Jetbou*).

On *Ran* we pushed this envelope further by moulding both the hull and deck at the same time. Instead of building a separate hull and deck mould we opted to build the boat with a split down the centreline. Essentially we split the tooling of the boat and opened it up like a clam.

This method gave a cleaner look to the inside of the boat as there is no secondary bonding in the sheer radius; in addition, we saved weight, since the length of the centreline joint is less than the more usual sheerline joint, and much of it coincides with hull reinforcement or deck hatches.

MARK LLOYD ©

# perhaps) beyond



Top row, left to right: the vertically split hull and deck tooling – no plug is needed, the female moulds are all created from scratch; preformed and machined honeycomb sample for the sheer radius; typical component laminate detailing – in this case a bracket. Centre row: preformed foam cores for the slamming areas; with initial hull jointing complete the shell comes out of the half-mould; completed steering head assembly (also lower right), everything is carbon bar the bearing and sprocket. The grinders also provide primary hydraulic power on *Ran* (lower left/centre) – the complex system required its own team led by Jon Williams and Ian Lovering

## Select the lightest core

On a typical 70ft raceboat the core weight of the hull and deck is in the region of 550kg. The core material on most raceboats is predominantly Nomex honeycomb. However, honeycomb made from Kevlar N636 offers a 25% weight saving for the same strength. It does have drawbacks, however. Firstly, it is 50% more expensive! Secondly, it is exceptionally stiff and does not bend easily, especially into a mould that contains significant double curvature.

On *Ran* this was a problem, as the forward topsides have significant tumblehome and back aft the boat has significant flair. We chose our honeycomb supplier with care and ordered heat-formed material for the high-curvature areas of the boat, including the hull/deck 'joint' along the sheer. In this way we reduced the length of the glue lines, increased reliability and decreased overall weight.

As this boat is built for offshore racing it needs to be seriously robust in slamming

conditions. So we were looking for an extremely tough core material for the forward lower hull. Airex R63 linear foam and Corecell are both suitable for this, with R63 being our first choice. Unfortunately, it is in very short supply and lead times are currently in excess of six months.

We finally managed to locate some stock in New Zealand, so had this material batch-selected for weight and flown to the UK. Quite a drama – but a saving of approximately 20kg over the alternative.

## Buy the lightest pre-preg

On *Ran* we used our previous experience from America's Cup campaigns to specify a light but robust resin and fibre specification. Again, our pre-preg supplier SP Systems batch-selected all of our fibre material to ensure it had a higher than average modulus and they also agreed to reduce their fibre and resin tolerances.

Pre-preg is usually specified with weight tolerances of  $\pm 3\%$  fibre and  $\pm 3\%$  resin

content. So a nominal 300g carbon unidirectional (UD) with 35% resin content can potentially weigh anywhere between 428g and 498g. With a typical fibre weight per skin of around 1,500g there is a potential saving of up to 700g/m<sup>2</sup> (assuming five layers of 300g either side of the core). By controlling the tolerances on the pre-preg we made a weight saving in excess of 60kg.

## Eliminate parasitic weight

Bonding high-density foam core to composite skins requires more glue than, say, a low-density honeycomb.

At the start of the project we laminated a set of test panels representing the different areas of the hull, deck and frames. On each panel we varied the core bond weight, from 50g reticulated glue film through to 250g full film adhesive. From the core bond test results we derived a set of rules for glue film weights on both tool face and bag face of frames, hull and deck; this saved 21kg in total.



### Process without compromise

Nearly all our raceboat hulls and decks are cured in two separate processes. The first process involves cooking the outside skin and core, then the second involves cooking the inside skin. The latter of these operations carries some risk: when you cure the inside skin of a honeycomb panel the air inside the individual cells expands, creating sufficient pressure differential to blow the inside skin off the honeycomb.

In the past we have controlled this by driving holes through the skins at regular intervals which allows the air to escape. Other yards attack this problem by effectively slashing the honeycomb cells with blades. Both these methods compromise the strength of the skins and core. If engineers will accept a process that degrades the skin by 5% we would prefer to use 5% less skin weight and avoid these processes altogether.

Since our days building Cup boats for Prada 10 years ago we have been developing ways of reticulating film adhesive and working on a variety of methods to extract air from honeycomb. The problem is that what works on a 1m<sup>2</sup> test panel sometimes does not work on a 150m<sup>2</sup> hull – so even when you think you have the answer you need to tread carefully.

For *Ran* we made large-scale test panels to check that the process we had in mind would work – it did! We successfully bonded the inner skin without having to punch holes or degrade the core in any way.

### Control weight during assembly

During the assembly process a lot of components are being fitted to the boat. As each is trimmed and fitted it needs to be



After a gentle start at the Palma Vela, *Ran* – led by its Swedish owner Niklas 'Skype' Zennstrom (waving, right) – went on to win the Pirelli Trophy in Santa Margherita in Italy. Whitbread veteran Tim Powell usually steers *Ran* for Zennstrom with Adrian Stead his tactician. The Judel-Vrolijk 72 is dripping with PI Research performance monitoring in a possible dry run for a future America's Cup programme. Start the queue here, please...

weighed and compared to the design weight. If there are any discrepancies these need to be analysed to ensure that the design weights are correct. It is also imperative that the secondary gluing and laminate taping are controlled. If the designer specifies 80mm taping it is important that we don't use 85mm.

### Work hard on the details

A good example of what we did on *Ran* was the steering system. We decided that Green Marine needed to be able to



produce a lightweight steering system that surpassed the competition. We developed a complete steering system including *Ran*'s custom wheels, low-windage bullet-style pedestals and an ultra-exotic carbon steering head. This relatively small detail took a vast amount of time in design, prototyping and testing to save 1.85kg.

### The only compromise allowed

We used not to paint the inside of boats thinking that paint was a waste of weight, but in fact an unpainted inner hull skin





*Clockwise from left: bonded-in pivot for the hinged Harken mainsheet traveller track; the 'red head'; the guts of a massive but light steering assembly; *Ran* features this vertical overdriven high-speed America's Cup-style carbon ratchet drum for the spinnaker takedown line... 5-8 seconds top to drop is the aim; custom carbon reservoir stores hydraulic pressure between bursts of effort from the grinders – trimmers also have small hand pumps; fab, modern interior and stylish handlebars to finish off*

tends to hold water (as condensation). A single coat of lacquer helps the water to run down into the bilges, so it's worth spending some weight even in the ends of the boat.

In the case of *Ran* interior specialists Design Unlimited were at the first design meeting; it was key to the owner's concept that the boat's interior should be modern and clean and well integrated with the structure and sailing systems. We think that as a team we achieved this fairly well, spending weight very sparingly where it would have most impact on aesthetics.

#### **Conclusion**

If you want to build fast, reliable racing boats you need to believe that every gramme saved makes the boat go faster.

Saving weight is expensive, and the more weight you want to save the more expensive each gramme saving becomes – but without a meticulous attitude to every part of the build process all the dollars spent on exotic materials and methods can be thrown away by careless assembly, or by buying materials at the wrong end of the manufacturer's weight tolerances.

This is way beyond attention to detail. Mere attention to detail was OK when we started building boats in 1982, but 25 years on... attention has turned to obsession.

If every action saves 10g you need to attend to 1,000 actions to save 10kg. With *Ran* we salvaged a great deal more than that. Building racing yachts is a very labour-intensive process... □

## **Race Calendar 2010**

Please check the Race Calendar 2010 in [www.6metre.ch](http://www.6metre.ch)

## **Supplement**

## **Europeans 2010 / Class Championship program booklet**



## **Closing words**

As I stated earlier, the ISMA news are as good as the fleets, the single owners or crew do report about the 6mJI life in their country, the stories about their boats and more. The deadline for this ISMA news was known since last November. Thanks to some fleet presidents we could inform you on interesting projects, namely also regattas in several countries and regions. This is finally the scope of all our activities and nice development for our 6mJ Class. But we hope very much, that in 2010 the central event will be the Europeans 2010 and the Swiss Class Championship that is thought as tune up race also. 6mJI to come back to Switzerland after 30 years is a great honour and therefore we undertook everything with the Regattaverein Brunnen and all out team to make your stay as successful and enjoyable as possible. You will find all necessary informations in the program booklet that you get with this ISMA news.

Welcome to Brunnen !

Beat Furrer

ISMA News Editor

Mitwirkung: Collaboration: Participation:

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