

bulletin association suisse 1/2011



©Gilles Favez

ISMA NEWS



International 6mJl Association

Inhalt

Editorial	3
International Six Metre Association	3
Annual General Meeting.....	4
From the treasurer	6
Have you got your Sail Labels?	7
Year End Accounts for 2010	7
ISMA Subscriptions Paid – 2010	9
Rule Change	9
Answer to the Chief Measurer from Tim Russel	10
End of official ISMA news	10
Question from the Chief Measurer	10
6mJI activities in Finland	11
6mJI activites in Switzerland	19
Invitation pour le Championnat de Classe en 2011 à Lutry	25
6 m JI	
FLOTTE LEMANIQUE.....	27
6mJI activites in USA	28
Spring 2011 Report Addendum	30
WORLD CUP PREP	30
6mJI activites in Sweden	31
6mJI boats over the winter 2011 to 2012 in Sweden	34
LATEST NEWS FROM THE SIX METRE CENTER OF XCELLENCE! ...	34
6mJI activites in Great Britain	36
Market place	50
Technical page	51
Information of general interest	54
Robbe & Berking – an overview	55
BAUM & KÖNIG MIT NEUEM INHABER !	56
NEW OWNER FOR BAUM & KÖNIG !	56
DVD from the Europeans 2010	57
Race Calendar 2011	58
Closing words	59
Mitwirkung: Collaboration: Participation:	59
Verteiler / Distribution ISMA Bulletin:	59

Editorial

Dear All

We have a strong winter behind us. The sun shines now and the days get longer again. We are in the season to prepare our boats, to refit what was damaged last season, to order new sails, to organise our crew and sailing the first tune up miles.

We will have excellent racing also in 2011. Early this year the British Championship will be held in Falmouth, the Swiss Championship in June on Lake of Geneva, in July the French 6mJI Association invites us to sail in La Trinité sur mer for the Coupe d'Entente and the French Championship and finally we have the chance to live the World Cup 2011 in Helsinki. More than forty 6mJI have submitted their registration.

It is also in Helsinki where this year ISMA Annual General Meeting will take place. We will have to discuss and decide on basics of our Class. We will have to discuss or confirm the criteria for Classic and Modern 6mJI. We will have to decide if it makes sense to edit a printed ISMA bulletin or if ISMA should change to the possibilities that offers the world wide web. We expect a lot of other proposal from the fleet presidents or other interested parties interested in our Class. One thing I have to point out is, that the proposal have to be formulated in a way that the voting members at AGM can decide by a yes or a no. I will have to block infinite discussion only by the fact, that most of the fleet who do attend the AGM come over to Helsinki for sailing and not for passing hours in the AGM.

We wish you all a nice and prosperous sailing season and a World that hopefully calmes some down, after this very rude first trimester with earthquake, tsunami, war, nuclear disaster and inondation.

Beat Furrer

International Six Metre Association



Tsigane FRA 107 ©Gilles Favez



Annual General Meeting

All subjects that should be discussed at the Annual General Meeting will be published on the ISMA homepage www.6metre.ch 4 weeks before the meeting.

The deadline for themes which should be taken in the Agenda for the AGM must be submitted June 30th, either to the secretary, Stefan O'Reilly-Hyland soreilly@athem.fr or me bfurrer@6metre.ch. Subjects that will be submitted later the June 30th, 2011 could not be taken in consideration. The scope is to present the Agenda for the AGM 2011 at least 4 weeks before the meeting in Internet.

We publish the FinSMA proposals for ISMA AGM 2011 now. There are so many proposals and questions that can be of interest for other National Class Associations. Also FinSMA has to prepare their ideas in form of proposals or questions that can be answered by yes or no.

FinSMA proposals for ISMA AGM 2011

Define ISMA function and duties

- What is the main purpose and future goals of ISMA?
- What are the key resources needed to reach fulfil the above?
- How do we best serve both the modern and classic fleet? Is one more important than the other? Why Class Rules
- We need to go through the existing rules carefully and decide what is out of date and what rules are really essential for keeping the class on right track.
- For example: renewal of measurement certificate every 2 years seems unnecessary and something no one really does... only needed when structural changes, new rigs etc and possibly when changing owners and every 5 or 10 years?
- GPS – times have changed and equipment prices have come down – if someone wants to play with these kind of toys, why should we have restrictions – it is only very hard to control these days as GPS appliances are everywhere. We can also motivate it through improved safety of the yachts, thinking about the foreign fleet in Helsinki archipelago for example...
- Classics – why do we need such a forgiving floating margin if at the same time we want to increase quality through valid measurements in the fleet? One step forward and two back...?
- Replicas – more control and copying some of the existing and functioning mechanisms, for example Eight Metre Class. ISMA has to be the authority, and owners or customers for replica builds must cover all related costs caused by regular checks and viewings of the new build. Without ISMA approval, replicas should not be eligible to compete in the classic fleet.

ISMA Communications

- We suggest that we stop publishing/ mailing the very expensive Bulletin and replace it with quarterly e-newsletters and a new website plus social media forums (Twitter/Facebook).
- We need better communication between ISMA and national class associations.
- We need an active and open forum for members, owners and sailors to air their views and ideas in the open – website/FB.
- ISMA internal communications must be modernised so that regular meetings and workshops can be run outside of the once a year AGM's – it seems that very little gets done, discussed and decided during the year between the AGM's held at the championships.

Racing activities

- We need to review the concept of trying to move our fleet from country to country and continent to continent to participate in the international championships. Should we consider Six Metre Centres in some of the most popular/active locations and move our yachts permanently or periodically to those locations? This is not unheard of when it comes to other type of leisure boats and activities – it is way more convenient and economical to move the people only rather than tens of yachts weighing 4tons+...
- Further develop the Queen Christina Nations Cup concept... and encourage the thinking described above!
- FinSMA would like to further develop the Sinebrychoff Cup into an international challenge between yacht clubs. We could consider making 2-3 yachts available every year for foreign clubs to challenge the Finnish clubs?
- In our Spring Meeting an individual comment was made on the alternative penalties in World Cup / Europeans. Antti Kaarto of Elinore (FIN-35) was of the opinion that a 360 turn is too light a penalty for braking rules in boat to boat situations. On the other hand we can argue that if penalties are too costly, then even more boats will be trying to slip taking them and making “friendly agreements” between two boats?

Economy

- With improved communications and own media platform we should be able to attract class sponsors to secure healthy financial situation of the class. The intended actions documented in an ISMA AGM memo from 2005 have never materialised and this area needs to be activated.
- We must discuss what ISMA needs funds for and thereafter readjust various fees and payments.
- At the moment(2009) we are spending 2/3 of our incoming funds onto the twice-a-year bulletin, which with all respect and sympathy towards a printed class bulletin is not of the quality and contents of today.
- Instead we could agree that ISMA automatically agrees on financial support of our international championships, when accepting a bid. This amount could be 5000 or 10.000 euros per event to make it easier for clubs and class associations to run the show in various venues.
- Once we have decided what we need ISMA funds for, we should trim the fees accordingly. It should not be the function and role of ISMA to collect tax natured fees without having a clear strategy and agreement on how to spend it. Sail labels, for example, seem very expensive in comparison to many other classes and ISMA membership fee is hard to motivate to the owners that sail in strong national fleets like Finland without feeling the need or having the resources of taking part in international activities.

Gold Cup

- We suggest that the next ISMA board sets up a project team to prepare a bid for getting the Gold Cup back to Six Metre Class. This could be either the way to crown the growth and popularity of the Classic Sixes or a possibility to give new life to the modern division?

Finnish representative in ISMA board

- We are delighted to nominate Mr Ismo Hentula as FinSMA representative in the next ISMA board. Ideally we would like to see Ismo in the role of Classic division chairman. Ismo is one of the owners of “Joy”, FIN-36, and he is a partner and chairman of the board of the Finnish law firm Procope & Hornborg

2011-04-18, Hanko – Finland

On behalf of the FinSMA board 2011,

Eero Lehtinen, chairman

eerolehtinen@yahoo.co.uk

From the treasurer

Membership Subscriptions

Subscriptions for 2011 are now due. I think it is important to remind everyone that there are two categories of membership, and make it quite clear the difference between them. It has been disappointing to see members pay the lower rate, and then see the name of their boat appearing in race results.

- a. Full membership is for the owners of boats currently in racing commission. This means all boats wherever they race – it is not just for those boats that compete internationally. 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 which are laid up and not actively racing. 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
Chichester
West Sussex PO20 1JU
United Kingdom

Or by e-mail to 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. This rule was introduced in a memorandum from the ISMA President at the time, Bernard Haissly, following a mail vote – see ISMA Journal 1/2005 page 13.

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 Helsinki for the World Championships. This is a bad idea for a number of reasons:

- If I am not in Helsinki 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 Helsinki. It is better if the labels are sent to your sailmaker and he sews them on before the sails are delivered.

Year End Accounts for 2010

These accounts represent the total of both ISMA's bank accounts, with the sterling account converted into Euro at a rate of £1 = €1.16, which was the exchange rate at the end of the year. The changing exchange rate continues to make accounting rather interesting, and I have tried to separate and identify the effects of exchange rate fluctuations.

When I prepared the accounts for 2009 I adjusted the figures to include a late transfer of funds from the USA, which related to receipts and expenses from the World championships in Newport, even though that money did not reach our accounts until after the end of the year. In preparing the accounts for 2010 I have made a similar adjustment, to treat those receipts as if they were received in 2009.

You will notice that we made a loss last year. Our receipts did not cover our expenses even though I have paid only half the estimated costs for producing the ISMA Journal and maintaining the website. For information, the estimated costs for 2010 were as follows:

Printing	2 x CHF 7,000	CHF 14,000
Postage (400 issues)	2 x CHF 3,200	CHF 6,400
Website (3 parts of webmaster)	3 x CHF 1,300	CHF 3,900
Total		CHF 24,300

In 2010 we made a payment of CHF 12,000 (EUR 8,875.32). We rely on the generosity of Beat Furrer in not asking for the full payment.

The accounts are shown here:

INTERNATIONAL SIX METRE ASSOCIATION

Financial Statement at 31 December 2010

(adjusted to treat expenses and receipts from World Championships as being received before 1 Jan 2010)

All figures in Euro (€) except where stated otherwise

Sterling account converted at £1 = € 1.16

2009			31 Dec 2010
	<u>Income</u>		
8'020.00	ISMA Fees (Note 1)		7'300.00
0.00	ISMA Fees - late payment for 2009		80.00
0.00	ISMA Fees - advance payment for 2011		80.00
<u>18'600.00</u>	Sail Labels (Note 2)		<u>3'200.00</u>
<u>26'620.00</u>	Total income for the year		<u>10'660.00</u>
	<u>Expenditure</u>		
212.52	ISAF Subscription 2010 (£203.28)	235.80	
16'213.11	ISMA News and website	8'835.72	
0.00	Presentation expenses	1'000.00	
0.00	Purchase of blank sail labels	1'350.00	
3'315.61	Support to Worlds 2009	0.00	
467.71	Losses on currency exchange and bank transfers	567.58	
145.96	Bank charges	<u>127.29</u>	
<u>20'354.30</u>	Total expenditure year to date		<u>12'116.40</u>
6'265.70	Surplus of income over expenditure		-1'456.40
23'378.09	Balance brought forward from previous year	29'757.11	
<u>113.32</u>	Exchange rate correction from last year end	<u>15.64</u>	
<u>23'491.41</u>	Corrected balance brought forward	29'772.75	<u>29'772.76</u>
<u>29'757.11</u>	Balance at bank		<u>28'316.36</u>
29'318.94	Euro account balance		26'053.37
<u>438.17</u>	Sterling account balance	£1'950.85	<u>2'262.99</u>
<u>29'757.11</u>			<u>28'316.36</u>
	<u>Note 1</u>		
	Full	86	
	Associate	14	
	<u>Note 2</u>		
	Sail labels sold	32	

ISMA Subscriptions Paid – 2010

Fleet	Boats
Finland	7
France	8
Germany	4
Great Britain	19
Lake Constance	7
Sweden	5
Switzerland	19
North America	16
Individual	1
Total	86

The complete list is published in www.6metre.ch / ISMA news
Hon treasurer, Tim Russel, 2011, March



SWE 121© Gilles favez

Rule Change

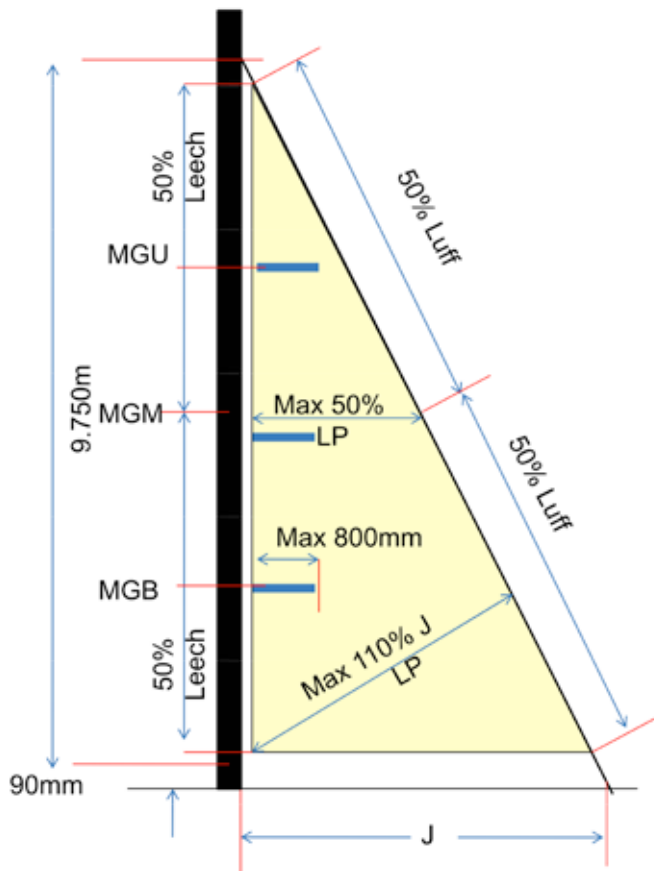
ISAF has published a change to the Class Rule which becomes effective on 3 May 2011.

It allows battens in non-overlapping jibs as agreed at the AGM in Brunnen. The wording has changed a little, but the effect will be what the Association wanted to see.

Details are here:

[http://www.sailing.org/tools/documents/6m2011CRC210411-\[10503\].pdf](http://www.sailing.org/tools/documents/6m2011CRC210411-[10503].pdf)

Question from the Chief Measurer



See attachment ... is this what you want?

Are you aware that this geometry represents 17% of overlap, so the wording of the announcement should probably not mention "overlap"

Are you aware that top batten may be forced?

Best regards, Guy-Roland

Answer to the Chief Measurer from Tim Russel

Yes, we knew that the geometry allowed some small degree of overlap.

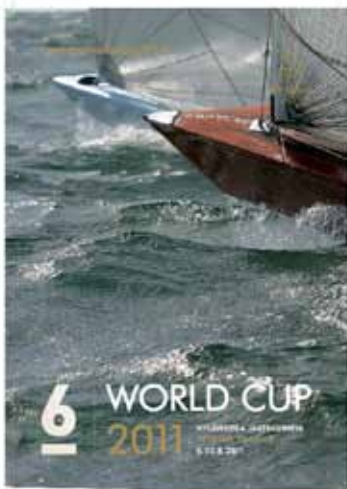
The original proposal agreed in Brunnen was for a foot no longer than 110% of J, but ISAF prefer to control luff perpendicular which I agree will give a slightly larger sail

Not sure what you mean by "the top batten may be forced". The dimension of 800 mm maximum was the one agreed in Brunnen after discussions with a number of sailmakers. The rule will limit the half width, so it may be that the top batten will end up being full length if the foot is very short.. This may not be practical, but there is nothing to prevent battens being used which are shorter than 800 mm.

Regards, Tim R

End of official ISMA news

6mJl activities in Finland



Find all relevant information in www.6mrworldcup2011.fi

Dear Six Metre Sailors

We wish you all a heartily welcome to Helsinki, the capital of Finland where Eastern and Western cultures meet! It is now less than four months to the battle start. Up until now we have received 42 registrations of boats for the SEB Six Metre World Cup in Helsinki 8th - 11th August 2011.

How to get to Helsinki

Easiest way to reach Helsinki is by ferry from Stockholm in Sweden, from Tallinn in Estonia and from Travemünde or Rostock in Germany.

Shipping from UK and USA, see page: <http://www.6mrworldcup2011.fi> where you will find all details, like prices, special offers and conditions concerning the transportation.

What to see in Helsinki

Helsinki, the capital of the Republic of Finland, is a modern city with over half a million residents and is situated on the Baltic Sea. In 2000 Helsinki was an official European City of Culture while celebrating its 450th anniversary. Next year, 2012, Helsinki will be the World Design Capital!

Helsinki together with the neighbouring cities of Espoo, Vantaa and Kauniainen forms the Helsinki metropolitan area with more than a million inhabitants, an area that is unique. The lifestyle in the second-most northern capital city in the world is full of contrasts and activities in the form of hundreds of events and friendly people. Helsinki's identity has been formed by cultural influences from both the East and West.

The archipelago that surrounds Helsinki with hundreds of tiny islands creates an idyllic environment for cruises and of course for regattas.

Over 450 years of history, several architectural layers and the impact of different periods can be clearly seen in Helsinki. Finnish design has also made the country's capital city world famous.

The beauty of the surrounding nature blends seamlessly together with high-tech achievements, while old traditions mix with the latest contemporary trends. The city centre has many beautiful parks, and the nearby forests offer an ideal setting for peaceful and quiet walks.

Helsinki's rhythm is laid back yet at the same time refreshingly active in terms of both the number and quality of restaurants and nightclubs.

Everything is nearby – Helsinki is a pocket-sized metropolis that is ideal for visitors!

Above excerpt & more to read: http://www.visithelsinki.fi/In_English/Visitor/Helsinki/Welcome_to_Helsinki!.iw3

Winds and currents

The Regatta is sailed on the same waters as was the 6mR Olympic Regatta in Helsinki 1952. In August normally the prevailing wind is south-westerly, and circulates following the sun towards west. No currents to mention. At this time of the year there appears a weather phenomenon called seawind, that is, the SW wind gets stronger in the afternoon and blows from sea towards land.

Where to stay

Hotel Scandic Grand Marina (sponsor of the Regatta, special price offer), www.scandichotels.fi/grandmarina

Where to eat

First and foremost, the NJK Club house, is a natural choice. Worth mentioning is that the chef of the restaurant is Akseli Herlevi, 24 years, and freshly nominated Top Chef of Finland. So all sailors will profit from the cooking of this young Finnish talent!

Others to recommend:

Olo, www.olo-ravintola.fi

Muru, www.murudining.fi

Demo, www.restaurantdemo.fi

Postres, www.postres.fi

Fishmarket, www.palacekamp.fi/ravintolat/fishmarket

Please make sure to book a table in advance!

Where to shop

www.designforum.fi/shop

www.artek.fi

www.marimekko.fi

Excursions

From Helsinki you can reach Stockholm, Tallin and St. Petersburg by ferry.

Races before SEB Six Metre World Cup in Helsinki

Evli Hangon Regatta 1st – 3rd July 2011. Finnish Championship in Hanko 4th – 7th July 2011. Sinebrychoff Cup for Classic Sixes in Helsinki 5th August 2011.

Please visit our home page to get an all over picture of the Six Metre -event, www.njk.fi/6mrworldcup2011.

We are looking forward to a memorable event in August 2011, and wish you all a heartily welcome to Helsinki!





Nyländska Jaktklubben



6mR World Cup 2011

5-12.8.2011 Helsinki, Finland

Organizing Authority

Nyländska Jaktklubben (NJK) in association with
The International Six Metre Association and
The Finnish Six Metre Association.

NOTICE OF RACE

1 RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*, the International Six Metre Class Rules and World Cup Deed of Gift.

1.2 No national authority prescriptions shall apply.

1.3 In the event that an international jury is appointed, rule 70.5 will apply.

1.4 Rules 44.1 and A2 are changed: see paragraphs 7 and 8.

1.5 English shall be the official language used in the Regatta and the English version of all documents cited in this Notice of Race shall prevail.

2 ADVERTISING - ISMA permits advertising as follows:

(i) on spinnakers

(ii) on the transom

(iii) when moored, on the forestay

(iv) up to two flags of event sponsors hoisted on the back stay not higher than two metres above the waterline. The dimensions of the flag(s) shall not exceed 30cm x 60cm

(v) when moored, all boats shall fly the regatta logo flag(s) on the forestay

(vi) an event sponsor's flag, if provided by the O.A. , is to be flown on the backstay at all times

2.1 A boat shall not be named with an advertising name.

3 ELIGIBILITY

3.1 The Cup shall be open to all yachts of the International Six Metre Class holding a valid Certificate of Rating. Copies of all measurement certificates shall be available for inspection at the offices of NJK for the duration of the regatta.

3.2 Owners shall be current members of their National Six Metre Association, which shall have paid a full membership subscription to ISMA on their behalf. Owners from countries where there is no established National Association must have paid the appropriate subscription to ISMA individually.



Nyländska Jaktklubben



3.3 The Race Committee may allow a boat having previously applied in writing to display different sail letters and numbers from its actual identification number.

3.4 The ISAF Sailor Classification Code (Regulation 22) will not apply.

4 VENUE

4.1 The regatta venue is at the NJK club harbor on the island of Blekholmen (Valkosaari), outside downtown Helsinki.

4.2 The race office is located in the NJK clubhouse on the island of Blekholmen.

4.3 Sailing instructions are available from the race office during registration.

4.4 Launching services are available from boat yard *Jouko Lindgren Oy*, located on the mainland on Ärtholmen (Hernesaari). The fee for launching boats includes parking space for the trailer for the duration of the event. The launch and parking fee is **200€** and shall be paid directly to the boat yard.

5 ENTRY AND FEES

5.1 Entries

On-line entry is available through www.6mRWorldCup2011.fi.

If registration is completed before July 1, 2011, the discounted early registration fee will be **450€**. From July 1, 2011, the registration fee will be **600 €**.

The fee may be submitted in Euro cash, by international credit card payment or by wire transfer.

Bank payments shall be made to the following bank account:

Aktia Bank plc, Helsinki, Finland

SWIFT/BIC: HELSFIHH

IBAN: FI24 4055 2920 1214 90

Beneficiary: Nyländska jaktklubben/6mR WC

Bank checks will not be accepted.

Tickets to social events are sold at the information desk in the clubhouse throughout the event.

5.2 All entries shall be accompanied by a copy of the boat's valid measurement certificate.

5.3 All entries shall be accompanied by a copy of the boat's insurance certificate as specified in paragraph 16.

5.4 All entries shall be accompanied by a complete crew list

5.5 All Yachts meeting the eligibility requirements, having paid the entry fee and produced valid measurement and insurance certificates, are considered entered in the series for the purposes of rule A4.2.



Nyländska Jaktklubben



6 SCHEDULE

6.1 Daily Schedule

	Date	Day	Time	
	1-4.8.2011		9-16:00	Sail measurement
Day 1	5.8. 2011	Friday	9-18:00	Registration, boat and sail measurement
Day 2	6.8. 2011	Saturday	9-16:00	Registration, boat and sail measurement
			10:55	Tune-up race 1 + 2 (see separate NoR)
Day 3	7.8.2011	Sunday	9-15:00	Registration, boat and sail measurement
			10:55	Tune-up race 3 + 4
			17:00	Opening Ceremony
Day 4	8.8.2011	Monday	10:55	Race 1 + Race 2
Day 5	9.8.2011	Tuesday	10:55	Race 3 + Race 4
Day 6	10.8.2011	Wednesday	10:55	Race 5 + Race 6
Day 7	11.8.2011	Thursday	10:55	Race 7 + Race 8
Day 8	12.8.2011	Friday	10:55	Reserve race day
			13:00	Prize-Giving Ceremony and lunch

6.2 Eight races are scheduled. Five races shall be completed to constitute a valid World Cup. Additional races may be sailed per day at the discretion of the Race Committee in order to achieve a minimum of five races.

6.3 Races will be scheduled for Friday, 12.8.2011 if less than five races have been completed by Thursday. No race will be started after 15:00 on Friday.

7. CLASSES AND SCORING

7.1 Classes

The World Cup will be sailed in two classes:

- The Modern Fleet, for the World Cup (post 1966 yachts)
- The Classic Fleet, for the Djinn Trophy

Each Class shall be placed and scored separately. There will be separate starts for the Modern and Classic Fleets.

7.2 Scoring

The Low Point System – Appendix A4.1 shall apply. If more than five races are completed, each boat's worst score will be excluded. This changes Rule A 2.

8 PENALTIES

Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

9 COURSES

Courses will be on waters south of Helsinki. The primary course type shall be "Course B" as specified in the Deed of Gift, consisting of 2 windward legs and 2 leeward legs, with a finish near the leeward mark.



Nyländska Jaktklubben



10 SUPPORT AND MEDIA BOATS

10.1 Support and media boats shall be registered in the race office.

10.2 Support boats shall fly their National Flag and shall not approach any competitor closer than 100 m during racing.

11 TRACKING AND RECORDING DEVICES

If requested by the Organizing Authority, yachts shall carry tracking and/or recording devices provided by the O.A. onboard while racing. Such devices may include video recorders or GPS receivers.

12 BERTHING

12.1 Berthing in at the NJK club harbor of Blekholmen is included in the entry fee and is available between August 5 and August 12, 2011 free of charge.

12.2 After the warning signal for Race 1, boats shall not be hauled out except with written consent of the Jury.

12.3 The use of plastic pools and underwater breathing apparatus is not permitted at any time between the warning signal of the first race and the end of the regatta.

13 RADIO COMMUNICATION

13.1 The Race Committee will use VHF to communicate with competitors. Boats shall carry a VHF device capable on receiving international channels. The device may be portable.

13.2 Except in an emergency, a boat shall not make radio transmissions while racing nor receive radio communications not available to all boats while racing. This restriction also applies to mobile phones and data communication.

14 TROPHIES AND PRIZES

14.1 Trophies

The following trophies will be awarded in compliance with their individual eligibility requirements as specified by ISMA and the respective Deeds of Gift:

The World Cup Trophy – awarded to the winner of the Modern Division

The Djinn Trophy – awarded to the winner of the Classic Division

The KSSS Trophy – awarded to the winner of the Classic built to the 1st or 2nd Rule

The Baum and König Vintage Trophy – awarded to the winning Classic yacht in the Vintage Class (wooden spar, Dacron sails). Please note that racing flags are mandatory for eligibility for this trophy.

14.2 Other prizes

Other daily and series prizes may be awarded in both the Modern and Classic divisions at the discretion of the Organizing Authority.



Nyländska Jaktklubben



15 LIABILITY DISCLAIMER

15.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The Organizing Authority, Race Organizers and Sponsors will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, or after the regatta.

15.2 The Owner/Skipper warrants the suitability of his/her boat for the races. The safety of a boat and her entire management including insurance shall be the sole responsibility of the Owner/Skipper who must ensure that the boat is fully found, thoroughly seaworthy, manned by a crew sufficient in number and experience who are physically fit to face bad weather. The Owner/Skipper must be satisfied as to the soundness of the hull, spars, rigging and all gear. He/she must ensure that all safety equipment is properly maintained, stowed and in date and that the crew know where it is kept and how it is to be used.

15.3 Neither the establishment of these conditions, nor their use by the Organizing Authority, the Race Organizers, nor Sponsors, in any way, limits the absolute responsibility of the Owner/Skipper. The crew is nonetheless advised to satisfy themselves as to the experience of the skipper and the adequacy of all safety equipment and insurance arrangements.

16 INSURANCE

16.1 Each participating boat shall be insured with valid third party liability insurance with a minimum coverage of EUR 1.500.000 or the equivalent in other currencies.

16.2 Competitors are also required to maintain their own personal accident and liability insurance.

17 PERSONAL FLOTATION DEVICES

Each person shall be required to have on board with them at all times a personal flotation device approved by their national maritime authority. It shall be ready for immediate use and shall be worn if the Race Committee signals this requirement.

18 PHOTOGRAPHIC RELEASE

By entering in the regatta each crewmember and boat owner grants the Organizing Authority the full and unlimited right to use any photo and/or video material from the event, without compensation, in any press release, web site posting, advertisement, brochure or other publication.

19 FURTHER INFORMATION

Further information will be available on the regatta website www.6mRWorldCup2011.fi

Dear All,

As you all know, the Helsinki World Cup 2011 from August 01 to August 12, organized by the Nyländska Jaktcluben under the auspices of Hendrik Andersin, will be a true highlight for the 6 Metre class! With 39 confirmed registrations to date, we can expect one of the largest fleets ever gathering in the waters of Helsinki. With a number of special solutions for the logistics, the organizing team has already made arrangements to make a trip up there easy and worthwhile, and they will continue refining them. Besides the sailing, very interesting holiday experiences can be added to the trip, either in Finland or e. g. by a visit to St. Petersburg and/or the Baltic states.



©Esko Kilpi

As the newly appointed Vice-President for Southern Europe (that area ironically starting just south of Scandinavia), I have taken over the job to coordinate the participation of the non-Scandinavian European countries in the event, together with our president, Beat Furrer.

Therefore, I would first like to encourage all the national class associations and active sailors in each country concerned to make every effort to persuade as many boats and crews to go up to Finland and join the event. With as many as 30 boats expected from Finland/Scandinavia alone, we will have a hard time to at least matching their numbers, unless a significant number of boats go from each other European country!

I would appreciate it, if you as President of your national 6 Metre association or as contact person would contact me indicating how many boats you expect to join, and give me their names. Further, please let me know, if I can be of any help in organizing the trips, communicating with the organizing Finnish class association, or working out logistic solutions.

Incidentally, for those considering to participate in the Stockholm Europeans in 2012 and/or the Worlds in Flensburg in 2013, the Flensburg fjord could be made a logistic "hub" with berthing, maintenance and services in the Robbe & Berking shipyard. We will also have the very prestigious Rolex Baltic Classic Cup with 6 Metre regattas in conjunction with the 12 Metre- and 8 Metre Worlds from June 28 to July 03, 2011 and further organize a few practice races. So Flensburg could be a good place to keep boats on the way to/from Helsinki rather than transporting them back to your respective countries.

Hoping, that we can bring up as many as 30 boats from the rest of Europe to Helsinki, I remain for today,

With best wishes to everyone
Thomas Kuhmann (6G30, MENA)
Dr. Thomas Kuhmann
Liebherrstraße 4
80538 München
Tel. Büro: 089-24447390
Tel. Mobil: 0176-64613735

6mJI activites in Switzerland

Un bon souvenir du Championnat d'Europe 2010 à Brunnen.

Le Beausobre à Brunnen

Championnats suisse et d'europe de 6m II - Beausobre

Brunnen

Jean-Da, Pierre, Simon et Joris

Jour 1

Lundi 19 juillet 21h départ de Vevey avec le camping car de Simon avec un chtouille de retard, Simon au guidon les autres à la bière. Le trajet durera 3 heures pour arriver à 1h00 du matin à Brunnen, on termine la journée par un petit bisou au bateau puis gros dodo dans la version schwyzoise de la carrière d'Arvel.

Jour 2

Diane à 8h00, le bateau est dans l'eau mais il faut encore retendre le grément et faire quelques bricolages. Départ sur le plan d'eau du Urnersee, et première découverte du ventilateur local, en gros par beau temps il se met en route à 11h tapante et s'arrête à 17h avec toujours entre 15 et 20 kts. On est parti pour 3 manches dans la cartouche avec comme seul ravitaillement les soldes du Bol d'or...

En fin de journée retour au port avec l'estomac qui crie « famine ! », on tempore avec nos premières kübel. On termine alors la journée par un repas au café des alpes pour déguster des cordons bleu de 400g.



Exemple des cordons bleus en question

Jour 3

Conditions idem mais cette fois avec un « lunchbag » on aura de quoi manger.... Durant la journée, nous avons droit à 3 autres manches dans la cartouche et on termine par les traditionnelles kübels. Le soir, scission de l'équipage, Jo et Pierre rentre pour une journée de travaille alors que Jean-Da et Simon feront la fermeture des bars.

C'est aussi la fin des championnats suisses avec une dixième place après 6 manches, premier bilan les manœuvres sont bonnes, la tactique pas mal, mais par ce vent déficit en cap notable.

Jour 4

2 fous au travail et pour les 2 autres découvertes des alpages du coin et leur croutes au fromage sans oublier le passage à la jauge pour les CEs. Le jaugeur dit que le tangon fait 4 cm de trop alors que ce même jaugeur avait déjà fait coupé le tangon de 4 cm 2 ans plus tôt à Cowes...

Jean-Da propose de présenter les 2 rondelles d'il y a 2 ans, mais au finale, on ne le coupera pas...

Jour 5

Début des championnats d'Europe ! Au programme régates d'entrainement, on fera l'impasse sur ces dernières au profit d'un entrainement virtuel ainsi que la réalisation des premiers plans du Beausobre2, le tout autour de kübel ! Le chemin est déjà tout tracé pour une fédérale au souper d'ouverture des championnats d'Europe



Les premiers plan informatiques du Beausobre2

Pierre utilisera son après-midi à convaincre le jaugeur de notre bonne foi sur la longueur du tangon et le soir, la fédérale envisagée aura lieu comme prévu avec des exploits qui resteront les nôtres !

Jour 6

2 manches, force 5 avec un équipage encore tout endolori de la veille. Après le repas, dodo à 22h...

Si, si, à 22h tout le monde est au lit.

Jour 7

2 manches, force 5 avec un équipage en meilleure forme, la nuit a porté ses fruits. Le soir Kouki et Vincent nous rejoignent en "meules à disque". Au programme de la soirée croisière/repas sur le bateau "Stadt Luzerne" un roue à aubes de 1938 de la CGN locale. C'est une promenade de 4 heures jusqu'à Luzerne avec soupé et rouge à flots.

De retour à Brunnen découverte d'un troquet avec fumée autorisée pour Kouki et donc deuxième fédérale du championnat avec toujours autant d'exploit toujours aussi confidentiels.



L'équipe en action...

Elles n'auront finalement jamais lieu ! On en profite pour prendre un maximum d'avance avec le bateau, il ne reste qu'à tomber le mat et ramener le bateau à Villeneuve. Le soir, remise des prix avec un 10ème rang final et un excellent buffet. A 21h, on reprend la route en direction de notre lac à nous.

Je profite de cet article pour dire un grand MERCI à Pierre et Jean-Da de la part de Simon et moi, pour ces jours de championnat vraiment très sympa !

BJS

Association des 6mJl du Lac de Constance

Calendrier des régates 2011

<u>date</u>	<u>club</u>	<u>lieu</u>	<u>événement</u>	<u>inscriptions</u>
26.05.-29.05.	DSMC/SVB	Konstanz	Championnat du Lac	wittich@wittich.ch
04.06.-05.06.	YCRo	Romanshorn	Coupe d'Argent	sui-73@bluewin.ch
02.07.-03.07.	SCU	Unteruhldingen (D)	Sandhamn Memorial	stengele.elektro@t-online.de
27.08.-28.08.	SGUe	Überlingen (D)	Coupe de Lest d'Überlingen	wettfahrtleiter@sgue.org
03.09.-04.09.	KS	Kressbronn (D)	Coupe du Haut Lac	duelli_andreas@yahoo.de
08.09.-10.09.	YCRo	Romanshorn	Queen Cristina Nations Cup	reinhard.suhner@bluewin.ch

CARL-BÖSIGER-MEMORIAL-TROPHY

**Wir gratulieren der Yacht SUI-45 und dem Team zum Sieg der
6. Carl-Bösiger-Memorial-Trophy 2010**

Ausschreibung 2011

Für die Vergabe der Carl-Bösiger-Memorial-Trophy 2011 ist die Teilnahme an folgenden Regatta-Serien vorgesehen:

- | | |
|--|-------------------------------|
| 1. Silbercup Romanshorn | 4. - 5. Juni 2011 |
| 2. Pfahlbauregatta Unteruhldingen | 1. - 3. Juli 2011 |
| 3. Oberseepokal Kressbronn | 3. - 4. September 2011 |

Diese drei Regatten sind jeweils einzeln im internationalen Bodensee Jahrbuch des Bodenseeseglerverbandes ausgeschrieben.

Die Teilnahmebedingungen sind dort festgehalten.

Wir bitten die Gewinner den Pokal graviert an das Wintertreffen 2012 mitzubringen.

6 metre Queen Cristina Nations Cup 2011



Prospect

Location:	Romanshorn (SWITZERLAND)		
Date:	September 08 – 10, 2011		
Nations:	Canada, Finland, France (new), Germany, United Kingdom, United States of America		
Boats:	AUT-72, GER-11, SUI-45, SUI-60, SUI-73, SUI-106		
Hosts :	Manfred Meyer & Trudi Maurer, Stachen		4
	Ralph & àSandra Müntener, St.Gallen		4
	Bruno & Marlies Schwab, Romanshorn		2
	Daniel Helbling & Ursi Müller, Romanshorn		2
	Peter Müller, Uttwil		4
	Jack Frei, Kesswil		4
	Reinhard Suhner, Berlingen		4

Program:

09.07.2011	Wednesday		individual travel to Switzerland (Zurich airport)		
		1600	get together at the Yacht Club of Romanshorn meet with host families guided tour through cider factory		
		1900	welcome party at Meyer's in Stachen		
09.08.2014	Thursday	0815	skipper's meeting briefing / draw of the boats		
		0830	meet with owners / representatives practice		
		0930	1 st start lunch at Clubhouse practice		
		1330	2 nd start		
		1530	debriefing guided tour through chocolate factory		
		1900	barbecue at Müller's in Uttwil		

09.09.2011	Friday	0815	skipper's meeting
		0830	meet with owners / representatives
			practice
		0930	3 rd start
			lunch at clubhouse
			practice
		1330	4 th start
		1530	debriefing
			guided tour through cheese factory
		1900	cheese fondue at Riedtli YC
09.10.2011	Saturday	0815	skipper's meeting
		0830	meet with owners / representatives
			practice
		0930	5 th start
			lunch at clubhouse
			practice
		1330	medal race
		1530	debriefing
			sight seeing in Appenzell
		1900	farewell dinner
			price giving
			discussion of next venue
09.11.2011	Sunday		brunch with host families
			individual travel home



Invitation pour le Championnat de Classe en 2011 à Lutry



aus maps.google, Lutry

Bonjour à tous,

L'équipe de Lutry est très motivée à l'idée d'organiser un championnat de série entre le 22 et le 26 juin 2011. Pendant ces dates, nous organiserons en effet notre "P'tite semaine du soir" (mercredi au vendredi). Ceci aurait comme principal avantage que les 6m pourraient bénéficier d'une belle infrastructure, déjà en place. Concrètement:

- nous régatons tous les soirs
- nous organisons tous les soirs un concert
- nous préparons une centaine de plats chaque jour

Pour les 6m, nous réquisitionnerions naturellement la digue située devant le club-house... sur fond de Lavaux, l'image serait du plus bel effet! Sous l'étiquette "régates, musique et gastronomie", le CNLY se ferait une joie d'accueillir notre série.

Championnat de série



Swiss open class Championship 2011 for 6mJl, notice of race

- Date: 23-25 June 2011
- Club: Club Nautique de Lutry (CNLy)
Quai Gustave Dorêt
CH-1095 Lutry
- Contact: Mr. Guy Minder
president@cnlutry.ch
+41 79 447 76 77
- Advertising: Cat. C
- Rules: ISAF Racing Rules of Sailing
2009/2012 (RRS)
CNLy Sailing instructions
- Registration: Online at:
www.cnlutry.ch/regates/
from 15th of May until
10th of June 2011
- Entry fee: 250 CHF / late entry 300 CHF
- Sailing instr. in the CNLy Race office,
Thursday 23.06 13:00-16:00



Programme

Thursday 23.06

13:00 Arrival, Measurement
16:30 Reception buffet
19:00 Training
20:30 Dinner
21:30 Live music

Friday 24.06

09:00 Skipper meeting
10:00 Start of first race
19:00 Latest start
20:30 Dinner
21:30 Live music

Saturday 25.06

09:00 Skipper meeting
10:00 Start of first race
18:00 Latest start
20:30 Price giving, dinner
21:30 Live music

The schedule and times mentioned above may be changed by the Organising Authority at any time. All competitors taking part in the regatta do so entirely at their own risk (see RRS 4: The decision to race). The organizing authority, will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

Je profite encore de ce courriel pour vous dire que l'équipage d'Irène est en train de mettre sur pied une activité hivernale pour les 6m. Vous souvenez-vous de ce fameux bar de Brunnen où nous avons passé quelques heures à refaire nos régates? Lumière tamisée mais idées claires (si si je vous assure...), Rico Furrer et moi-même nous sommes dit que l'exercice devrait être entrepris plus souvent et qu'un week-end à la montagne serait une bonne occasion de réunir la famille 6m hors saison. Accès facile, paysage grandiose, hôtel charmant, budget raisonnable... et pourquoi pas un héli-ski pour les plus téméraires?

Serait-il imaginable d'organiser le repas de série à cette occasion, disons fin février début mars?

Au plaisir de vous lire, Guy Minder, President du Club Nautique de Lutry, www.cnlutry.ch

6 m JI FLOTTE LEMANIQUE

PROGRAMME DES REGATES LEMANIKES

23 - 26 juin	Championnat de série Jeudi 23 juin : Accueil et jauge Régates dès vendredi 24 juin Attribution de la Coupe Kim : selon les résultats du 1er jour de régates	Lutry
1 - 3 juillet	Coupe Banque Privée Edmond de Rothschild Régates dès vendredi 1er juillet	SNG
29-30 juillet matin	Championnat de La Tour-de-Peilz avec 6.5m Régates : vendredi 29 juillet et samedi 30 juillet (matin)	CVVT
30 après-midi -31 juillet	Régates des Vieux Bateaux	CVVT
5 août	6m JI Classique	Sciez
5 août	Mini J Challenge Fin de journée	Sciez
6 - 7 août	Classique de Sciez	Sciez
27 - 28 août	Midinette Cup	Sciez
3 septembre	Régate des Châteaux Attribution du Mémorial Maurice Gremion	Crans/Founex



coves 3

6mJl activites in USA

The New England 6mR Fleet gathered on March 5th at the Harry S. Anderson Library at the Seaman's Church Institute in Newport Rhode Island to set the regatta schedule for 2011. Perhaps inspired by Commodore Anderson, long time crew of US81 Goose and US83 Llanoria, the fleet quickly got down to business and committed to a season focused upon four main regattas.



©Picture courtesy of Stephen Lirakis

June 11/12 NYYC Annual Regatta: which will also serve as the North American Cup. It is the last regatta for boats heading to Helsinki to tune-up. Flapper, Totem and Elisabeth X are expected to be in top form prior to packing up for the trip to Europe. Boats presently planning to compete:

1. Cherokee *	2. Clarity*
3. Belle	4. Discovery
5. SYCE*	6. Madcap*
7. Flapper*	8. Ranger (?)
9. Elisabeth X *	10. Jill *(?)
11. Totem *(?)	12. Destiny

July 2/3 Tiedmann Classic Regatta: numbers start to dwindle as we loose some boats to the Helsinki campaign.

1. Cherokee	2. Belle
3. Ranger	4. Discovery
5. SYCE	6. Madcap
7. Destiny (?)	8. Jill (?)
9. Clarity (?)Jim Pearsall)	

August 27/28 Herreshoff Regatta: With Dyer Jones the new President of the museum, we can expect first rate racing.

1. Discovery	2. Belle
3. Ranger	4. Madcap
5. Cherokee	6. Jill (?)
7. Destiny (?)	

Sept 2/4 Museum of Yachting: * denotes eligible for the Olin Stephens Cup (pre 1965 6mRs)

1. Cherokee*	2. Clarity*
3. 3. Jill*	4. SYCE*
5. Madcap*	6. Discovery
7. Belle	8. Ranger

International Six Metre New England Fleet

Spring 2011 Report Addendum

By Chris Museler

I believe a six metre meeting is the only one you could show up to late, interrupt a speaker mid-sentence, and be greeted with warm smiles and hellos. What a great group we had at our spring meeting!

Though Toby Rodes may have touched on specific details from the meeting, I would like to report that the vibe was one of great anticipation for the upcoming season and one that has us as anxious as children ready to dive into summer. Discussions of new additions to the fleet, consensus on race schedule and World Cup plans made this the most productive meeting since the first a few years ago.

The highlight of the meeting was the commitment of the fleet to race in the New York Yacht Club Annual Regatta. The current commodore, Bob Towse, owns the beautiful SYCE and has truly been an inspiring figure in the fleet. With a mix of moderns and classics, there is slated to be 12 sixes at the June event. It was a good peer pressure that moved around the room as people dug deep to commit to having their boats ready in time for the early season. The event will also serve as the North American Trophy for the Olin Stephens Cup (Toby can check accuracy here). Who knew that the vision in 2006 Toby had when speaking with Olin would culminate in a wonderfully tight group of boats lining up each summer here in Newport.

The NYYC regatta discussion followed with a commitment to four other regattas on the calendar, making for a fine season ahead. I was particularly impressed with the Cherokee syndicate's desire to "spread the love" and put the Panerai Classic Yacht Challenge (official name?) on their schedule amongst the planned fleet events. They will sail in Marblehead, Nantucket and Newport in hopes of following in Totem's footsteps where she won the inaugural Panerai season trophy in 2010.

WORLD CUP PREP

Another highlight of the meeting were reports of member plans to compete in the World Cup in Helsinki this summer. The fleet is proud of Elizabeth X, Flapper and Totem and all three will be at the NYYC regatta in preparation. All three boats, between Joe Loughboro's shop and Lars Guck's shop, have been optimized all winter. For both Flapper and Totem, various structural work has commenced with some new ribs and even bronze floors in the case of Flapper, all much needed after two years of hard sailing. Elizabeth is out of moth balls again with an overhaul on her bottom and all new rigging and sails.

As for personnel, Flapper's helmsman, Peter Muir of Ronstan has been racing Lasers all winter at Bristol Yacht Club to improve his boat-for-boat skills. Owner Nick Booth has also recruited his boatman Lars Guck to be aboard for the WC who in turn invited his "main man" PJ Shaffer from Hall Spars. Lars and PJ finished second at two Olympic Tornado Trials and have won numerous championships together. A formidable team.

Aboard Elisabeth X, Hans Oen will have his WC winning Danish crew along with possibly one of the most skilled amateur tacticians around in Jamie Hilton. Jamie has won the Shields Newport fleet championships many times as a helm, won multiple 12 metre North American and world championships as a helm on Courageous and has won the Farr 40 pre-worlds as a tactician.

Jesse Smith, owner of Totem, has been acting on lessons learned from the 2009 WC by working on his own skills. He and his team chartered two Etchells 22s in Annapolis in April for productive drilling in starts, mark roundings and straight line racing. US Sailing President Gary Jobson and his local fleet were also there to spar in short fleet races. Coming back from the 2009 season for Totem are Jesse, Tim Fallon, Dave Moffet and me, Chris Museler. The new addition will be Floridian Tom Lihan as strategist and spiritual leader.

All three teams are navigating the challenges of getting the boats over to Europe. Hans has been instrumental in his knowledge of the system and in setting minds at ease. Jesse particularly is nervous putting his baby in the hands of various entities along the way but has a purpose built trailer in the works to protect as much as possible.

A bright side of three fleet members being away for most of the summer is the ability for the sailors to jump on other sixes. I certainly look forward to that. And with a group so laid back that they don't mind latecomers, this may be the most exciting and enjoyable season yet in the New England fleet.

6mJl activites in Sweden

Welcome to the 1912-2012 Jubilee Season in Sweden

The 100-years anniversary of the 1912 Olympics in Stockholm will be celebrated throughout the summer next year with a number of sports events, where the 6-Metre regattas in Stockholm and Nynäshamn will play a central role. The cities of Stockholm and Nynäshamn together with the Swedish Olympic Committee are the hosts with the theme for the coming year “1912-2012 100 years of sports and events”.

To facilitate for the foreign boat owners to take part in these exciting regattas, we can offer very favourable winter storage and moorings or storage between the regattas during the summer 2012.

The high lights of the season are presented below and do not hesitate to contact us for inquiries and assistance.



1912-2012 Centennial Regatta in June 2-5 in Stockholm

The regatta will be arranged on the waters outside the Stockholm Town Hall right in the centre of Stockholm. A temporary harbour will be build for the 6-Metres in front of the Town Hall, where the official 1912 – 2012 Olympic Banquet will take place on the evening of June 5th.

A great number of Olympic athletes and sports profiles will be invited to the celebrations in Stockholm, so the 6-Metres will be right in the middle of the happening.. The prize giving will take place before the Olympic Jubilee banquet on June 5th. in presence of HM the King of Sweden and the IOC President Jacques Rogge.



Stockholm Six Metre Grand Prix in June 7-10

The Stockholm Six Metre Grand Prix is a city regatta in waters downtown of Stockholm in front of the Royal Castle and The Old Town at the busiest time of the season. The 6-Metres will be in the middle of the action in front of a great number of spectators along the water.

The regatta centre will be the new Classic yacht centre at the Royal Djurgården, close to Skeppsholmen, now a maritime and cultural centre, including the Museum of Modern Arts.



Sandhamn Race Week in June 30-3 July

Sandhamn is the famous racing centre of KSSS, the Royal Swedish Yacht Club with its special yachting atmosphere in the outer archipelago. The well renowned open sea course since over 100 years is known for its undisturbed winds and no tide.



Distance Race: Sandhamn - Nynäshamn in July 4

In 1912 a distance race was organized to sail after the Sandhamn Regatta to the Olympic Races in Nynäshamn. To celebrate this historical event, the same race will be sailed through a stunning part of the archipelago.

The boats can be stored on the hard or moored in the harbour of Nynäshamn free of charge until the events later in the month.



Swedish Championships in July
20-22 in Nynäshamn

European Championships in July
23-29 in Nynäshamn

The European Championships in Nynäshamn will be sailed on the same race course, as in the 1912 Olympics. The championship will be the high light of the two weeks long Jubilee Regatta, including a Classic Yacht Meet. The Nynäshamn Yacht Club and the city of Nynäshamn are welcoming all 6-Metre sailors to the excellent sailing waters.



Logistics & Storage

To facilitate for foreign boat owners to safely store the boats in Sweden at low cost after the 2011 Worlds in Helsinki, we can offer winter storage 2011/2012 at very attractive conditions. The same conditions may apply for the winter 2012/13 for those, who like to leave their boats after the European's in Sweden for the 2013 World's in Flensburg.

Participants, who take part in the 2012 racing season from the Centennial regatta June 2-5 in Stockholm will be offered free mooring or storage on the hard for the period.

We can also assist you with inquiries concerning the best way to get your boat to Sweden.

For assistance and inquiries, please, contact the official representative of the Swedish Six Metre Association, Claes Henningson:

Claes.Henningson@labrum.se Stockholm, April 2011

6mJl boats over the winter 2011 to 2012 in Sweden

Many boat owners are planning for the seasons 2011 in Finland and 2012 in Sweden and looking into various options to keep their boats over the winter in Sweden. We are, therefore gearing up to be able to assist you in the best possible way.

Can you, please, inform the members of the Swiss Six Metre Association and other relevant parties, that Claes Henningson is the official representative of the Swedish Six Metre Association to take care of your requests concerning storage, etc for visiting boats during the winter 2011/12. He will also in within short be able to advise suitable ferry lines for shipment directly from Helsinki to Stockholm.

Please, do not hesitate to contact Claes directly with your inquiries Claes.Henningson@labrum.se to secure relevant arrangements for your boats for the coming autumn.

On our official website www.6mr.se <<http://www.6mr.se/>> you will find section for 2012 in a few days, where official information will be added over time.

We are very much looking forward to seeing you over here.

Best regards, Thomas Lundqvist, President, Swedish 6-Metre Association

LATEST NEWS FROM THE SIX METRE CENTER OF XCELLENCE!

Monday, the 18th of April, 2011.

In a week from now our first Six Metre will hit the water, Marilyn fixed for racing, followed by Scylla, ex Jungfrun, ex Scylla, and Notorious (both yachts totally new painted and updated) the first half of May, some week after that a new born Evelina will be introduced for her element.

As soon as Scylla or Jungfrun is floating we will start training every Wednesday and Saturday, with the kind help of Ystad Yacht Club. On the 28th of May there will be a match-racing event in Ystad harbor with the Center Sixies and on the 2nd of July all our boats are doing a one day distance race eastward to Simrishamn, having a nice after sail dinner, then back to Ystad the next day racing. Marilyn is going to have media / TV aboard in order to market the Moderns in Sweden!

On the schedule are courses for ladies and youths, and right now there is a marketing email sent to 3000 companies in the region to do event sailing with Sixies!

We are pleased to have two very keen gentlemen from the region looking for a Six Meter to raced here in the South, a fifth Modern would be great. Discussions about the Modern number six is on, let's see where we end up!

Last but not least we are proud to announce the born of the group " 6 Metre International " on Facebook! We have over 400 Six Metre sailors / friends of the Class through out the world, please join. History, Rules, pics, constructions, plans, half models, discussions, well, everything that concerns our great Class from Classics to Moderns! Through this group we are also trying to get the Russians interested in the Class, if You have contacts, please let us know, Russia has a great sailing potential and would most certainly vitaminize the Modern Class, very much welcomed.

An "archive" website is under construction, thus giving us a place to have everything about the International and Scandinavian Rules about the Six Metre Class all the way from 1907 and updated! More to come on this issue when the site is ready to open!

Wishing You All great sailing for 2011,
and don't forget to listen to Duran Duran's Notorious, it's on You Tube!

SWE 114 Notorious
Email : douglasreincke@msn.com
Mobile : +46-(0)70-2671997



SWE 114 Notorious©Gilles Favez

Halloj Beat,

How is life in the Swiss Six Metre world? We are continuously spackling and grinding Notorious, but tomorrow she will get some new paint on her, looks great inside when she is all painted white and shining! Scylla, ex Jungfrun, ex Scylla, will also be completely repainted to Helsinki, she is today stripped from everything!

Our Facebook site 6 metre International is really up and going, today about 360 members, Six Metre sailors and friends of the Class. I am also trying to get the Russians interested in the Moderns, they are great sailors in the Dragon Class. Today I have a discussion with a Russian team of lending a boat to them to show up in Helsinki! We have also registered www.6metreinternational.com <<http://www.6metreinternational.com>> in order to make it a Six Metre lexikon and info site. It is not available for the public yet. Do You think we could have a discussion about some cooperation on this issue? We would like to establish a site that gives the Sixies all their info from 1907 until date of looking at the site.

Hope that You register on Facebook, if only to be a member of the group, it feels as if the Class is getting more wind in the sails right now, and I truly hope to see new Moderns built.

We met the Danes at the CPH Bella Center Boat Show, they told us that 4-5 yachts were coming to the WC, also the newly built replicas at Robbe & Berking Classics in Flensburg, great to see Sunray and the Great Dane in action, I think some of them will be this years new WC, they are really on it. Torben Christensen, helmsman on the Great Dane, is also on 6 Metre International!

I have also started a discussion on 6 Metre International regarding getting back the Scandinavian Gold Cup to the class !

The wind is blowing Beat, time for marketing of the Sixies !

All the best from us in the very South of Sweden,
Douglas

PS. ... and don't forget to listen to Duran Duran's Notorius, it's on You Tube!



©Douglas Reincke



6mJI activities in Great Britain



News from Great Britain

Falmouth is hosting our National Championship

One of the most exciting and traditional sailing fleets outside of the America's Cup and once an Olympic Class is coming to Falmouth. The British International Six Metre Class, whose supporters includes Cornwall's multi-medal-winning Olympian Ben Ainslie, awarded this year's British Open Championship to the Royal Cornwall Yacht Club on Falmouth's Greenbank parade. Racing will take place in Falmouth Bay and the Carrick Roads from 18-22 May 2011.

The Regatta has already 20 yachts registered, bringing in-excess of 100 yachtsmen and women, together with their support teams, to Falmouth. It will be the first time the fleet have assembled in Falmouth in such numbers since 1988. With yachts arriving from the Solent, Scotland, the Channel Islands and France as well as the more local fleets from St Mawes and Fowey. There is still time for more to register and a number of race charter boats are available, numbers could swell.

Great Britain has one of the largest and most active fleet of Six Metre yachts in the world. Although primarily a championship regatta, the organisers are hoping that this years event will not only raise the profile of the 6mR fleet but will also establish the West Country Event as a regular feature in the Association's annual sailing programme. Indeed, there is already talk of a European Championships coming to Cornwall in 2014.

It is a development class with every boat a unique one off, attracting Kings and Entrepreneurs as well as top names in the sport and design world, Ian Howlett, Pelle Peterson, Olin Stephens, Johan Ankers, to name but a few; ex-Whitbread supremo Lawrie Smith; America's Cup stalwart Chris Mason and Peter de Savory.

After the Commodore's Reception and briefing at the Royal Cornwall in Falmouth on Wednesday, May 18, there will be three or four races per day out of the nearby Challenge Quay at Port Pendennis Marina.

Provided bad weather doesn't intervene, at least five races must be staged to complete the championship. The organisers are hoping to conclude the regatta with a display of sailing in the Carrick Roads where the Stylish yachts, skill and seamanship of their five crew, are sure to attract huge crowds to the natural viewing areas which are afforded by the surrounding headlands. As part of the entertainment there is even talk of a demonstration of maritime excellence with Falmouth's own Working Race Boats, making a stunning spectacle for the port's residents and visitors alike. When 6 mR sailors invited to crew the Home fleet. On-shore social events for the regatta are likely to include a barbecue, class dinner/dance and presentation evenings.

The British Open in Falmouth also provides a number of sponsorship opportunities and anyone interested should contact either Andrew Thomas or David Roberts by e-mail at: andrew@ahdesign.co.uk <<mailto:andrew@ahdesign.co.uk>> or david.roberts-compianc@uk.bnpparibas.com <<mailto:david.roberts-compianc@uk.bnpparibas.com>> , respectively.

General enquiries, should be directed to Julia Jones, the British International Six Metre Association class coordinator at: julie@6mR.org.uk <<mailto:julie@6mR.org.uk>> or the Royal Cornwall Yacht Club <http://www.royal-cornwallyachtclub.org> <<http://www.royal-cornwallyachtclub.org>>

Falmouth hosts the first major event of the fleet's 2011 season after which many of the boats will be heading for La Trinité, France for the L'Entente Cordiale and French Open or back to home waters before moving on to Helsinki, Finland for the World Cup in early August. Other high profile British events include June Southern Sixes Hamble, Cowes Panerai Classic Week, Metre and Classic keelboat regatta, staged in July, and the Tattinger Regatta at Royal Yarmouth in early August.

To finish off the season we are inviting any 6m owners to join in an end of season weekend taking in A day sailing on a 6m A day at the Southampton Boat Show and a day at Goodwood revival for classic car fanatics. Please see our calendar for 2011.

Avia Willment, 110427

Our sponsors for the 2011 season are Savilles, Sharps Brewery, North Sails, Harken UK, HYS, All Spars, Universal Marina, Port Pendennis, Winter Rule

Election of class officers for 2011 are as follows

Chairman Robin Richardson

Treasurer Cathy Ash-viie

Hon Secretary Avia Willment

West Country Brian Pope

Solent Fenton Burgin

Class Captain Tom Richardson

Class Coordinator Julie Jones

Technical Committee Tim Russell & Ian Howlett





PENDENNIS
WORLDCLASS SUPERYACHTS

1. RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (as amended 01 January 2010 and 01 January 2011).
- 1.2 Racing rules 44.1, 60.1(a) & 64.1(a) will be changed as follows:
 - (a) Rule 44.1 – Two-Turns Penalty replaced by One-Turn Penalty.
 - (b) Rule 60.1(a) – A boat's right to protest or request redress will be limited.
 - (c) Rule 64.1(a) – Protest committee may impose penalties lesser or greater than disqualification.
- 1.3 The changes will appear in full in the sailing instructions. The Sailing Instructions may also change other racing rules.
- 1.4 All boats shall comply with Falmouth Harbour Commissioners bye-laws: <http://www.falmouthport.co.uk/pdf/bye-laws.pdf>. Infringement of the bye-laws shall not be grounds for protest by another boat. This changes RRS 60.1(a).
- 1.5 In the event of a conflict between this Notice of Race and the Sailing Instructions then the Sailing Instructions shall take precedence.

2. ADVERTISING

Advertising shall be in accordance with ISAF Regulation 20 and the ISAF 2007 International Six Metre. Class Rating Rule and Measurement Instructions.

3. ELIGIBILITY AND ENTRY

- 3.1 The regatta is open to members of the International Six Metre Association.
- 3.2 Boats shall comply with class rules and prescriptions with regard to safety equipment and shall carry a buoyancy aid complying with EN 393 – 50 Newtons for each person onboard.

- 3.3 Preferably, competitors should obtain an entry form at www.royalcornwallyachtclub.org, and, after completion, e-mail it to sailing@royalcornwallyachtclub.org, making payment either by card by telephoning the RCYC office on 01326 132126 or by posting a cheque to the Executive Secretary at the RCYC, Greenbank, Falmouth, TR11 2SP.
- 3.4 Alternatively, paper entry forms may be requested from the RCYC, and completed manually before returning, with payment, to the above address.
- 3.5 The closing date for normal entries is Monday 16th May. Late entries will be accepted up to noon on Wednesday 18th May 2011, which will be subject to payment of an additional late entry premium.
- 3.6 Final entry will only be confirmed when the entrant has completed fully and submitted the following:
- The entry form with the entry fee paid in full, including any late entry premium;
 - A parental consent form for crew age 16 and under.

4. FEES

- 4.1 The entry fee for the regatta is £310 (inclusive of VAT), covering race management, prizes, berthing at Port Pendennis Marina, and a reception. The late entry premium is £50.
- 4.2 Additional optional payments apply as follows:
- Craning in/out at Falmouth Docks*
- | | |
|------------------------------------|--|
| (organised by Ocean Yacht Co Ltd) | £90 per hour plus VAT divisible by the number of boats using |
| Assistance of Ocean Yacht Co. Ltd* | £31.50 per hour plus VAT |
- *Please notify requirements as soon as possible www.oceanyachtcompany.com Tel: 0044 (0)1872 863708 or 0044 (0)7831 215230.
- 4.3 Additional charges will apply for the optional social programme. Details will appear on the entry form.

5. SCHEDULE

5.1 Racing

Date	Activity	Time
Fri 1 April	Entries open	Noon
Mon 16 May	Normal entries close	Midnight
Wed 18 May	Late entries close	1200
	Launching at Falmouth Docks	1400 - 1600
	Registration at RCYC	1700 - 2100
	Skippers' briefing at RCYC	2000
Thu 19 May	Final registration at RCYC	0830 - 0930
Up to 3 races*	First warning signal 1055	
Fri 20 May	Up to 3 races*	First warning signal 1055
Sat 21 May	Up to 3 races*	First warning signal 1055
Sun 22 May	Up to 2 races*	First warning signal 1055
		No race will be started after 1400
	Prize-giving at RCYC	After racing
Mon 23 May	Haul-out at Falmouth Docks	0900 - 1100

*Actual number sailed will be agreed with representatives of the class on the day, but a maximum of 7 races will be sailed.

Separate starts will be provided for “Modern” and “Classic” Six Metres, if there are sufficient entries for each division.

5.2 Social

Date	Function	Time
Wed 18 May	Reception at RCYC followed by optional supper	1900
Thu 19 May	Fish & chips at RCYC	1930
Fri 20 May	Boat trip to Helford River	1900
Sat 21 May	Class dinner at a local hotel	1930
Sun 22 May	Prizegiving and BBQ at RCYC	After racing
19 - 21 May	Non-sailors programme featuring group visits to local attractions	tba

6. MEASUREMENT

6.1 Each boat may be requested to present a valid Certificate of Rating at registration.

6.2 Boats may be subject to inspection before or after any race at the discretion of the Race Committee. Failure of a boat to comply with class rules, notice of race, and sailing instructions will be grounds for disqualification from a race or the series. Inspections do not reduce the absolute and exclusive responsibility of the Person in Charge of a boat to comply with any safety requirement.

7. SAILING INSTRUCTIONS

Sailing instructions will be available on the RCYC website from Monday 16th May.

8. VENUE AND COURSES

8.1 The Regatta Centre and Race Office will be situated at the RCYC.

8.2 Racing will take place in Falmouth Bay unless weather conditions are unsuitable in which case courses may be set in Carrick Roads.

8.3 Courses will be Windward/Leeward.

9. PENALTY SYSTEM

RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

10. SCORING

10.1 A minimum of 3 races are required to be completed to constitute a series.

10.2 When more than 5 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

11. SUPPORT BOATS

Support boats may be subject to restrictions on position during a start sequence and race. Full details will be given in the Sailing Instructions.

12. BERTHING

Boats shall be kept at their assigned places in Port Pendennis Marina. There will be accessible long-term parking close nearby for box trailers. Low loaders will be kept in a secure compound within Falmouth Docks with restricted access.

13. HAUL-OUT RESTRICTIONS

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the Race Committee.

14. DIVING EQUIPMENT AND PLASTIC POOLS

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the regatta.

15. RADIO COMMUNICATION

15.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

15.2 The Race Committee may use marine VHF Channel 72 to communicate with competitors. This will include safety information (especially in connection with commercial shipping movements), and may include a countdown sequence.

16. PRIZES

16.1 Pendennis Shipyard Perpetual Trophies will be awarded to the overall winners in both the Modern and Classic Classes.

16.2 Prizes will be awarded for overall finishing positions 1st, 2nd and 3rd in the Modern and Classic Six Metre classes. Additional prizes may also be awarded.

17. DISCLAIMER OF LIABILITY

17.1 Competitors participate in the regatta entirely at their own risk. See RRS Rule 4, Decision to Race. The organising authority or its members will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

17.2 It is for the Person in Charge and crew of the boat to decide whether he/she is fit to sail in the conditions which he/she will find. By launching or going to sea, or staying at sea, the Person in Charge and crew confirm that they are fit for those conditions and the crew is competent to sail and compete in them.

17.3 Nothing done by the organiser can reduce the responsibility of the Person in Charge or crew of a boat nor will it make the organiser responsible for any loss, damage, death or personal injury, howsoever it may have incurred, as a result of the boat taking part in racing. The organiser encompasses everyone helping to run the race and the event and include the Organising Authority, the Race Committee, the Race Officers, patrol boats and berthing masters.

18. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per event or the equivalent.

19. FURTHER INFORMATION

19.1 Further information may be obtained from Dr Neil Andrew, Sailing Secretary at the RCYC: Tel: 01326 317190. e-mail: sailing@royalcornwallyachtclub.org

19.2 Information about Falmouth and its environs, including accommodation, may be found at: www.discoverfalmouth.co.uk/site/visitor-info/falmouth-tic

19 March	Spring Meeting	Hamble	Annual spring meeting 11am start followed by lunch
18–22 May	British Open Championship	Falmouth	Notice of Race issued
11 June	Southern Sixes RScYC	Solent	6 metre only
12 June	Corinthian HYS Trophy	Solent	6 metre only
16–23 July	Panaeri British Yacht Club	Cowes	Invitation race
25- 29 July	Keel boat Classic week – Cowes	Cowes	Invitation race
30–31 July	House hold division cavalry	Cowes	Invitation race
19–21 August	Tattinger	Yarmouth	Invitation race
16-18 Sept	Goodwood Revival & Southampton boat show invitation		Invitation to the Family and friends British 6 metre Fleet.

Add 3-4 Sept Burselson Regatta Hamble Invitation

<http://www.bursledonregatta.co.uk>

International events

Date	Event	Location	Notes
24–26 June	Benodet Belle-Plaisance	France	
11–13 July	Coupe de l'Entente Cordiale	La Trinite, France	
14–17 July	French Open Championship	La Trinite, France	
6–12 August	Helsinki Worlds	Helsinki, Finland	
8-11 Sept	Queen Christina Cup	Switzerland	

The 4th Metre & Classic Keelboat Regatta 2011



PRESS RELEASE

Non-Solent Classes Join the Metre & Classic Keelboat Regatta

Year-on-year this regatta has welcomed more classes and more boats to sail at Cowes. Last year the Yarmouth One Designs and Dragons attended for the first time. This year, in another milestone, two classes that are not Solent based will attend - the Mylne One Designs from the Royal Mersey Yacht Club and Loch Longs from Aldeburgh and Cove. The fact that boats now want to travel across the country to attend is a testament to the appeal of an event that brings together sailors with a shared passion for these boats. In the past, almost every major yacht club would have had their own one-design fleet and these boats live on and are celebrated through this community.

This year's celebrations include the Centenary of the X One Design Class and the 50th Anniversary of the Daring class, so plenty to celebrate. The XODs will race for the Royal Victoria Cup which is awarded by the Royal London Yacht Club to any class with a significant anniversary to celebrate

Also new for 2011 will be a menagerie fleet – not all classes can always attend in force and some boats are one-offs, so this provides the means for any classic keelboat to race.



The 4th Metre & Classic Keelboat Regatta will be held 25-29 July 2011 in Cowes

Full details at www.cowesclassicsweek.org/home.html

Contact: David Elliott – david.elliott@cowesclassicsweek.org

Host Club: Royal London Yacht Club: www.rlyc.co.uk

Photo credit: Kathy Mansfield



Classic sailing to the finish ©Gilles Favez.

NOTICE OF RACE
Coupe de l'Entente Cordiale
JULY 11 – 13, 2011



INTERNATIONAL 6 METRE OPEN DE FRANCE
JULY 14 – 17, 2011

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 2011 Coupe de l'Entente Cordiale and the 2011 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 waterline.
- The dimensions of the flag shall not exceed 30 cm x 60 cm.

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 2011 membership dues both to their ISMA affiliate national association and ISMA as well.

Yachts may enter by completing the Official Entry Form and each entrant shall provide at the time of Registration:

- a. the Entry Form and relevant Entry Fee,
- b. for each French crew member, a valid FFV racing license with its medical stamp,
- c. the Measurement Certificate and Measurement Form of the Yacht,
- d. parental authorization for minors,
- e. 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 Race Committee.

4 Entry fee

Entry fee will be :

- 300 euros per boat participating to both regattas,
- 150 euros per boat participating to one regatta.

Lifting in and out as well as mast stepping will be borne by participant. Costs will be :

- 75 € for lifting in and mast stepping,
- 75 € for lifting out and mast unstepping.

Entry fee is non-refundable.

5 Programme and race schedule races

5.1 COUPE DE L'ENTENTE CORDIALE

Saturday July 9th	09.00 to 17.30 lifting in 14.00 to 18.00 Welcoming of participants at SNT, registration, FFV racing licences and medical stamp checking, measurement & remittance of sailing instructions & pennants
Sunday July 10th	FREE
Monday July 11th	09.00 to 12.00 Registration, measurement & last lifting in 12.00 Skippers briefing 14.00 Warning signal / one or more races 19.30 Welcoming cocktail at SNT
Tuesday July 12th	11.00 Warning signal / one or more races 20.00 Pancakes evening
Wednesday July 13th	11.00 Warning signal / one or more races 19.30 Prize giving ceremony of Coupe de l'Entente Cordiale at SNT.

5.2 OPEN DE FRANCE

Thursday July 14th	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 11.00 Skippers briefing 13.00 Warning signal / one or more races
Friday July 15th	11.00 Warning signal / one or more races
Saturday July 16th	11.00 Warning signal / one or more races
Sunday July 17th	09.00 – 15.00 lifting out 16.00 Prize giving ceremony of the Open de France at SNT
Monday July 18th	09.00 – 17.00 lifting out

Notes

- 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 free pontoons for the period July 7th to July 19th

Lorries and trailers will be parked at the Kermarquer parking area during the whole regattas duration.

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
Web site: 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@sagemor.fr
Web site: www.baiedequiberon.com

Tourist Office: Tel 00 33 (0)2 97 55 72 19 – Fax 00 33 (0) 2 97 55 78 07
Mail: tourisme@ot-trinite-sur-mer.fr
Web site : www.ot-trinite-sur-mer.fr



La Trinité-sur-mer / ENTRY FORM



COUPE DE L'ENTENTE CORDIALE (July 11th –13th 2011)

OPEN DE FRANCE (July 14th – 17th 2011)

To be returned prior to July 1st 2011 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 YachtSail 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:

2ndCrew Nationality:

3rd Crew Nationality:

4th Crew Nationality.....

5th Crew.....Nationality.....

6th CrewNationality

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: 300.00 € 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

- 300.00 € 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 July 7th to July 19th in La Trinité-sur-Mer, with fresh water and electricity,
- welcome opening cocktail,
- lorry parking during the time of the regattas at the Kermarquer parking area,
- prize giving ceremonies.

Entry fee does not include lifting in and out as well as mast stepping which will be paid to the Office harbour.

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 unliited. 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



SWE 136 Lisbeth V ©Gilles Favez

Market place

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



no 1's at work ©Gilles Favez

Technical page

Dear Beat, dear Guy – Roland, dear Matt.

In some three weeks we will now finish and deliver Apache/Bjarne Aas and Nirvana/Olin Stephens. It was a big pleasure to rebuild them and we are proud having ensured that both will sail again. Our experience with and adoration of Bjarne Aas's lines result in this mail. We are very pleased to announce that we now started the reconstruction of Bjarne Aas 6 Metre "Risken" from 1945. As she is lost for decades we are going to build a replica to ISMA rules.

According to the 6 Metre Class rules and regulations, ISMA will be kept informed on the advantages at the various stages of construction. The yacht will be build to the original design as well as in application of the traditional methods of construction.

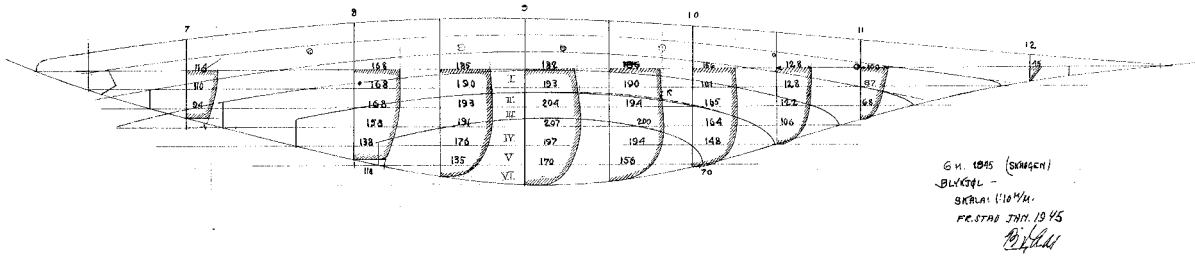
"Risken" is expected to be completed in time for the World Championship in Flensburg 2013. Could you please register this start of construction and let me know whether there exists anything for the ISMA that tells against this project?

Thank you in advance and best regards,

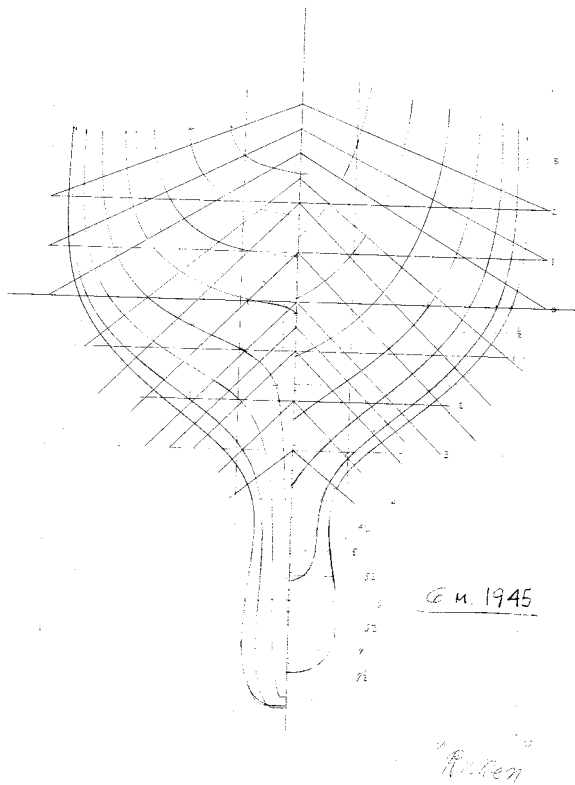
Oliver Berking
 Yachtwerft Robbe & Berking Classics GmbH & Co.KG
 Am Industriehafen 5
 24937 Flensburg/Germany
 Tel.: +49(0) 461 3180 3061 Fax: +49(0) 461 160 41 04
 oliver.berking@robbeberking.de
 www.robbeberking.de
 Registergericht Flensburg HRA 6117 FL
 Geschäftsführer: Oliver Berking

SPRNG	SPR	ARR	SPR	UNT	TR	1	2	3	3½	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
0	696	285	518											122	253	305																					
1	682	427										26	165	310	408	450																					
2	670	550										212	346	475	547	578																					
3	663	605	98								152	393	517	625	676	692																					
4	658	745	360				16	53	128	347	507	670	757	788	788																						
5	655	815	1587			93	168	235	323	513	703	800	865	884	872	80	47	23	30			19															
6	657	866	1573	1614	128	189	300	377	463	636	813	900	948	957	994	218	112	78	70			63		60	54												
7	659	902	1632	1459	177	270	405	482	566	729	893	972	1004	1005	975	388	184	118	109			111		119	115	85											
8	667	920	1627	1304	216	328	473	548	631	788	944	1012	1038	1028	996	501	255	148	139			159		172	163	113											
9	678	918	1580	1149	238	353	506	581	660	814	962	1023	1043	1029	996		301	164	153			193		200	180												
10	693	899	1387	994	230	343	500	573	650	800	947	1001	1017	1003	975		296	159	149			165		160													
11	710	865	1050	839	179	300	451	525	604	752	896	948	962	954	933		228	110	90																		
12	732	809	746	684	80	213	365	442	522	671	812	862	877	877	865		101																				
13	755	733	574			84	244	325	405	509	697	746	767	777	777																						
14	778	638	304				90	150	243	421	559	605	635	650	666																						
15	805	522	162							97	262	396	447	485	514	532																					
16	833	390	193								91	227	284	325	360	383																					
17	860	245	810									60	118	163	200	226																					
FS	905																																				

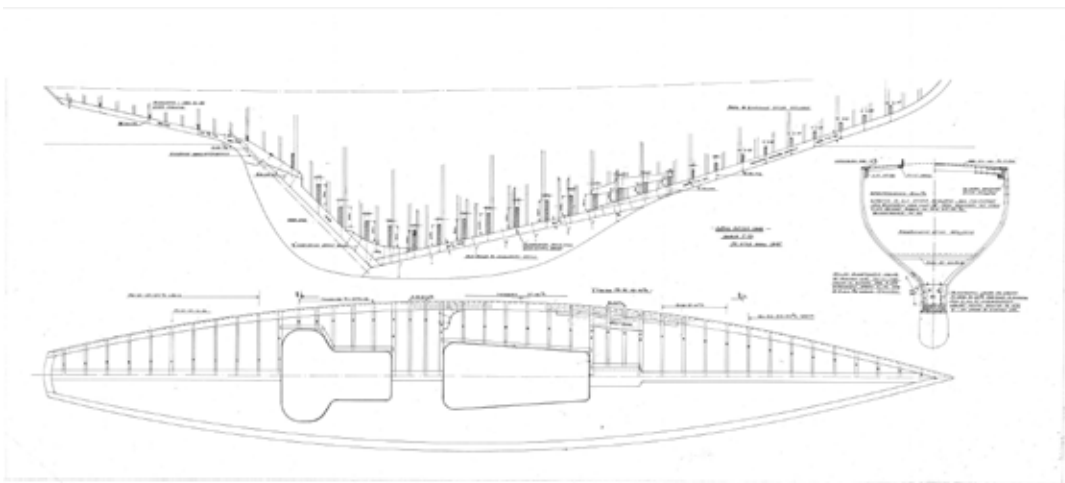
G.M. 1945



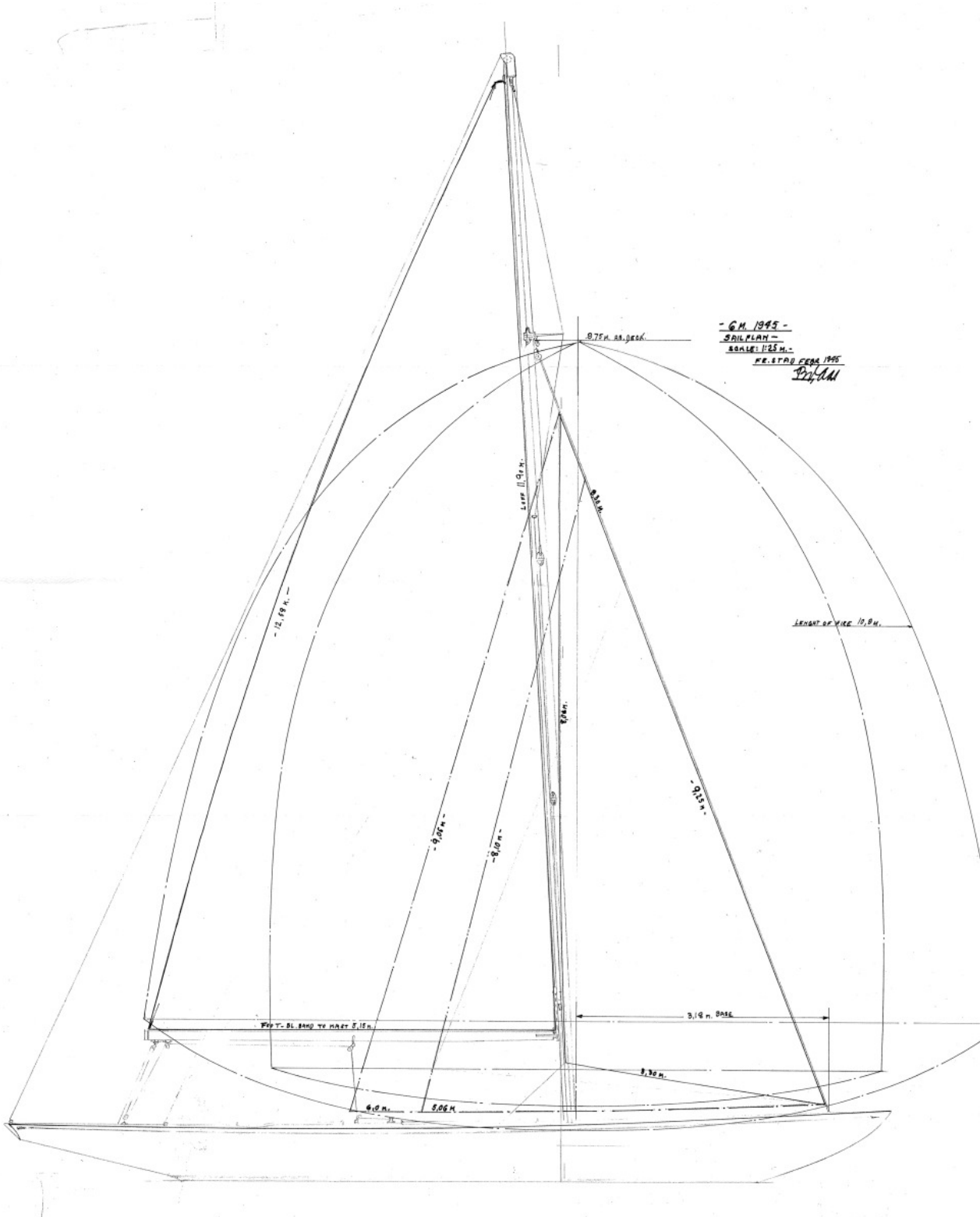
6mJI hull lines



6mJI hull sections



6mJI hull and deck plan



6mJl sail plan

Information of general interest



Dear Mr Furrer,

Hangö Segelförening (HSF) in partnership with the Finnish Six Metre Association (FinSMA) has decided to make a bid for the Six Metre World Cup 2017. We trust that our application will convince the ISMA board to bring the great event to Hanko for the second time.

The 1999 Six Metre World Cup in Hanko, hosted by HSF, was a great success. The largest classic fleet since the 1930's and a highly competitive fleet of moderns spent an unforgettable week of racing in the fantastic summer conditions with perfectly sailable winds every day.

HSF has since been the host of the Dragon Europeans, Cup Virginie Hériot 2007 and the H-Boat World Championships in 2008. Both regattas attracted 50+ entries representing a wide selection of nationalities.

We are certain to find once again a strong local support for the event. The City of Hanko has traditionally been extremely favourable and supportive towards our major sailing events. The town marina a mere 3 miles from the race courses lends itself perfectly for a social gathering of all participating yachts around the club house. Drawing on the wide network of our sailors, we will also be able to attract corporate sponsors to make the entire event an enjoyable success.

We will be able to put together a presentation of our plans for the ISMA AGM, to be held during the 2011 Six Metre World Cup in Helsinki this August.

In Hanko, 9 May 2011.

Sincerely Yours,

Yrjö Sahlstedt, HSF commodore

HANGÖ SEGELFÖRENING r.f.

Eero Lehtinen/FinSMA Chairman

OLIVER BERKING IS THE NEW OWNER OF THE CLASSIC YACHT BROKER BAUM & KÖNIG/HAMBURG

Hamburg/Flensburg, 22.3.2011

Oliver Berking, owner of the silver manufacturer Robbe & Berking (www.robbeberking.com <<http://www.robbeberking.com>>) and the shipyard Robbe & Berking Classics takes over Hamburg's yacht broker Baum & König (www.classic-yachts.de <<http://www.classic-yachts.de>>). Since 27 years Baum & König is specialized in classic motor and sailing yachts. After having changed his professional focus, the long-term shareholder and director Peter König was searching for an acquirer of his company. "Since 1874, Robbe & Berking silver products have been recognised amongst experts throughout the world as unsurpassed works of silversmithing art. This reputation is equivalent for the yachts of the same named shipyard - only three years after its foundation. " knows Peter König. "I am very satisfied of having found a successor with the same passion and heart for timeless elegant lines and unsurpassed manufactured finish in the yachting business."

The focus of Robbe & Berking Classics (<http://classics.robbeberking.de> <<http://classics.robbeberking.de>>) is the maintenance and restoration of classic yachts as well as the construction of new yachts – solely build out of wood and with classic elegant lines. Oliver Berking: "Our clients are not mainly oriented to seemingly important outfittings inside the yacht, but paying attention to the yacht's beauty and its sailing performance. We cannot stop the trend towards voluminous GRP ships, but every classic yacht compensates the viewer for a lot that has to be seen nowadays in the harbor. Baum & König will continue its tradition of being a guarantor therefore while offering only the finest classic yachts to its clients."

Robbe & Berking – an overview

The silver manufacturer Robbe & Berking is with 170 employees today known as the world's leading producer of silver cutlery. Since 1995 the company is yearly presenting sailing regattas on the Flensburg fjord for up to more than 200 participating classic yachts. From June 27th to July 3rd 2011 the World Championship of the 8mR and 12mR yachts will take place, under the participation of the Norwegian King Harald V with his 8mR yacht "Sira". After foundation in 2008 and restoration of the 12mR yacht "Sphinx" the shipyard Robbe & Berking Classics is manufacturing two 12mR yachts, two 6mR yachts, a 15 meter seacruiser and a 9 meter Commuter. Besides the classical construction hulls are also build in state-of-the-art cold molded technique.

Baum & König

The Classic - Yacht Broker

Am Industriehafen 5

D 24937 Flensburg

Tel.: + 49 (0) 40- 36 67 02 Fax: + 49 (0) 40-36 67 03

www.classic-yachts.de <<http://www.classic-yachts.de>>

baum+koenig@classic-yachts.de

BAUM & KÖNIG MIT NEUEM INHABER !

Liebe Freunde des Hauses Baum & König.

Nach 27 Jahren Arbeit mit und für klassische Yachten habe ich mich entschlossen, meine Firma zu verkaufen und Hamburg zu verlassen. So einfach wie dieser Satz klingt ist es mir natürlich nicht gefallen, aber ich habe mich entschlossen, meinen Lebensmittelpunkt nicht nur inhaltlich sondern auch geographisch zu verlegen. Ich werde Hamburg verlassen und auf die Seychellen ziehen. Auch wenn mein Herz dort sicher weiter für klassische Yachten schlagen wird, werde ich mich beruflich anderen Dingen als der Maklerei widmen.

Und ich habe einen Nachfolger gefunden, in dessen Hände ich Baum & König beruhigt und gerne lege. Ich kenne ihn seit vielen Jahren und weiß, daß er meine Leidenschaft für klassische und elegante Yachten nicht nur teilt, sondern sich ihnen auf unterschiedlichen Gebieten widmet und darüber hinaus über ein großes Netzwerk verfügt das Baum & König auch international noch mehr zu DER Adresse für klassische Yachten machen wird. Neuer Inhaber von Baum & König ist Oliver Berking, dessen Unternehmen Robbe & Berking (www.robbeberking.de) sich seit 1874 mit zeitlosem und handgefertigtem Silber und seit 2008 unter dem Namen Robbe & Berking Classics (<http://classics.robbeberking.de>) auch mit ebensolchen Yachten beschäftigt.



cowes 3 109

Ich danke Ihnen und Euch sehr herzlich für alles was wir in all den Jahren gemeinsam erlebt haben. Bitte bringt meinem Baby auch in Zukunft das Vertrauen entgegen das ich all die Jahre genießen durfte. Ich bin sicher, daß es Oliver und seiner Crew noch mehr gelingen wird, das Passende für Euch zu finden oder Eure Yacht zu verkaufen. Freunde, die mich privat erreichen möchten, erhalten meine Kontaktdaten natürlich über Baum & König. Baum & König wird auch in Zukunft Baum & König heißen und unter den bekannten Mail- und Telefonnummern zu erreichen sein:

E-Mail: baum+koenig@classic-yachts.de

Phone: +49 -(0)40 – 36 67 02 Fax: +49 – (0)40 – 36 67 03

Die neue Postadresse lautet ab sofort:

Baum & König GmbH
The Classic-Yacht Broker
Am Industriehafen 5
24937 Flensburg

NEW OWNER FOR BAUM & KÖNIG !

Dear friends of Baum & König.

After 27 years of working with and for classic yachts I decided to sell my company as well as to leave Hamburg. The decision was not as easy as this sentence may sound, but I came to the point of changing my professional and geographical focus. Leaving Hamburg I will move to the Seychelles. Even though my fascination for classic yachts will continue, I will be concentrating on a different profession than yacht brokerage.

And I am satisfied of having found a dignified successor for Baum & König. Knowing him for many years I have the deep conviction that he does not only share my passion for classic and elegant yachts, but that he approaches these on various territories while having created a network which will also internationally push the reputation of Baum & König of being THE address for classic yachts. New owner of Baum & König is Oliver Berking, whose company Robbe & Berking (www.robbeberking.com) is focusing on timeless manufactured silverware since 1874 and since 2008 also on finely handmade yachts under the name Robbe & Berking Classics (<http://classics.robbeberking.de>).

Thank all of you for the experiences we shared over all these years. Please continue to pay the trust to my baby that I could experience over all these years. I am convinced that Oliver and his crew will succeed in discovering what you are looking for or to sell your yacht. Friends, trying to reach me privately, will receive my contact details as a matter of course from Baum & König. Baum & König will keep its name Baum & König and can be reached under the known email and telephone-number:

E-Mail: baum+koenig@classic-yachts.de
Phone: +49 –(0)40 – 36 67 02
Fax: +49 – (0)40 – 36 67 03

The new postal address is from now on:
Baum & König GmbH
The Classic-Yacht Broker
Am Industriefafen 5
24937 Flensburg
Germany

Best regards, herzliche Grüße,
Peter König

DVD from the Europeans 2010

Viktor Zeithammel and his assistant cut down 8 hours film to 30 min. There are still some DVD available. In case of interest please order them with:

Beat Furrer
Riedweg 21
CH 3012 Bern
or [<bfurrer@6metre.ch>](mailto:bfurrer@6metre.ch).

The price is € 28.00/each incl.postage.

Bonjour,

Je suis créatrice d'articles en voiles de bateau, en Bretagne, Finistère Sud.

Des commandes d'articles siglés « 6m JI » m'ont été commandé par des coureurs sur ce support.

Je me permet de me présenter à vous car peut être que des membres de votre association pourraient être également intéressés par le type d'article que je fabrique.

Vous trouverez un éventail de mes créations sur mon site www.voiles-en-ciseaux.com <<http://www.voiles-en-ciseaux.com>>

Je peux également créer sur mesure et personnaliser les sacs et les accessoires sur demande. (logo, numéro de voile, tissu etc...)

N'hésitez pas à communiquer mon adresse internet à vos adhérents.

D'autre part, je cherche également à récupérer toutes voiles anciennes ne pouvant plus servir à la navigation pour leur donner une seconde vie !

Merci par avance et je reste disponible pour de plus amples informations

Sincères salutations

Nolwenn Claquin

Voiles en Ciseaux

Nolwenn Claquin

Kerlorgan

29120 Combrit

06 62 63 90 46

voilesenciseaux@orange.fr

www.voiles-en-ciseaux.com

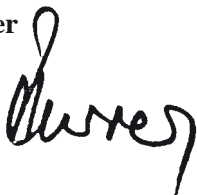
Race Calendar 2011

Please check the Race Calendar 2011 in www.6metre.ch

Closing words

This is another issue of the ISMA news. Be remembered that the content of the ISMA news is mainly influenced by the national 6mJI associations and you as an individual member. Unfortunately it's not easy to pick up your latest information, even when the deadline for the coming issue is published in the former one. We hope that with the actual issue we cover most of the coming important events. It would be a pity when important facts would not be included this time. Do not forget, that we have also our own homepage www.6metre.ch. If ever you are late with your contribution we could publish it in the site. But now I wish you all the best for a very nice and lucky sailing season. We will hopefully meet at one or the other 6mJI races presented.

Beat Furrer



ISMA news editor

Mitwirkung: Collaboration: Participation:

Tim Russel, Eero Lehtinen, Matt Cockburn, Joëlle Zumoffen-Fruttero, Henrik Andersin, Thomas Lundqvist, Douglas Reincke, Toby Rodes, Chris Museler, David E. Elliott, Stefan O'Reilly-Hyland, Reinhard Suhner, Gilles Favez, Oliver Berking, Julie Jones, Guy Minder

Verteiler / Distribution ISMA Bulletin:

Auflage 420 Ex

This complete ISMA Bulletin 1/2011 is a pdf.file in www.6metre.ch

ISMA News / Association Suisse 6mJI Bulletin Autumn 2010 / Issue 20 / Jahrgang 11

Gestaltung: Mise en page:

Bruno Casali

Druck und Versand: Impression et envoi :

Furrer+Frey AG

Fin de rédaction pour édition 2/2011
Redaktionsschluss: October 15th

