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**ISMA NEWS**



**International 6mJl Association**

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## Editorial

Dear friends of the 6mJI Class

It is very strange about our class. At each Annual General Meeting we discuss about the future of our class. We have inputs about professional race management, we hear about yacht-pools to create places where racing gets easier without transport, we read about the importance of the Classic division and do think about what should be agreed on moderns to get them on the water again. We do also discuss about the right places to sail our fantastic boats. Some of our members intend to be where the Yacht Club is of social importance, others are interested to sail where the wind scheme is the best possible for our boats. And at the end of the AGM all participants go back to their family, their business and whatever has promised to deliver as a working package is generally forgotten. As it is in most clubs it's difficult to find members being devoted to take over jobs in the interest of all. That is why I gave a clear statement, that the last ISMA bulletin I will produce is the one of autumn 2014.

Up to then I will have done it from spring 2001, this will be the 28th issue after 14 years. This information will give the time to the ISMA board to look for a successor. It must not be a printed media, it may be an internet based solution or whatever will be in. Only from my experience I can report, that the problem is not producing any form of international news. The problem is to get the information. This is the reason that I want to thank all those who helped me with the actual information that I was finally able to collect and summarize in the running ISMA news, as I will do it this time.

We are soon at the end of the year. Please do accept all my best wishes for a cosy Christmas and a Happy New Year with a good health and not too much economic troubles. Again we will have a lot of racing events in 2013. Do use the wintertime to refit your 6m yacht at the very best..... and organize your crew, the earlier the better.

Yours Beat Furrer,  
editor of ISMA news



Sailing 6mJI©Katrin Storsberg

## Presidents message

We have to motivate the modern owners to have their boats racing again. It's Paul Smith who had some ideas about this and I would like to let him the place to report, being completely on his line. By the way it's very nice to have a Modern Newsletter again, that is also published on [www.6metre.ch](http://www.6metre.ch). Thank you Paul.

## Modern Class Newsletter No 2

Paul Smith

### Introduction

The Six Metre Class launched the first newsletter for the Modern Class in 2005. Six years later it seemed a good idea to bring things up to date and offer some thoughts from the perspective of 2012.

The aim of this letter therefore is to highlight the beauty of these boats as a sailing experience, discuss the practicalities of ownership and shine a torch on how affordable they have become.

### The Beauty of racing a modern Six Metre

A little history is necessary to understand where the Modern Six Metre comes from and why it's sailing characteristics are such a joy.

It was in 1967 that Sparkman and Stephens designed the Twelve Metre Intrepid, which saw the rudder separated and set well astern of the 'revolutionary' fin keel. Where the 12's lead, the 6's have historically followed and the creation of this very modern hull shape inside a very old rule proved over the next 30 years to be a great stimulant to the Metre Rule generally and the Sixes in particular.

The worlds greatest yacht designers took turns to see what further refinement could be squeezed out of this new approach, and the 'Intrepid' shape combined with the Ben Lexcan winged keel, first seen on Australia 11 in 1983 saw the Modern Six Metre that we know now.

Interestingly it was not until 1987 that the contemporary winged keel shape emerged from the drawing board of Ian Howlett: earlier efforts would look more at home on a tractor as a counterweight!

The boats themselves were raced by many of the America Cup teams as a nursery to the 12 metre class and a variety of ideas were tried. One of the fascinations with the Moderns, as with their classic sisters is that every boat will have a thoroughbred history.

Interestingly a truly successful 'rule beater' never really emerged. This is to the great credit of the Metre rule itself. Indeed with the benefit of time it would seem some of the 6's designed in the early 80's properly equipped and sailed, are every bit as quick as their lat-

er sisters, where the emphasis on 'rule cheating' lines, often seems designed to confuse and baffle the water!

It means that almost without exception these boats, although on average around 25 to 30 years nearly all come with a fascinating history, the Dobbins of the day sailing world they are not, rather they were and remain pedigree yachts, small big boats rather than large dinghies!

These boats, the Moderns that we have today are often compared unfavourably in terms of their looks to the Classic Metre shape all long over hangs and richly varnished wood

To my mind this is to compare a well designed modern building with a beautiful Georgian townhouse, they have different qualities, both have much appeal but in different ways. The sight of 15 Moderns lined up on the start line, their knuckle bows slicing smoothly through the waves as they all head for the pin position has to be one of the most stirring sights in the contemporary sailing world. Whilst it is true compared to a modern skating boat, such as the Melges their down wind performance is a little tame, upwind, the ratio of keel weight to overall weight and the wonderful spread of sail means the Modern Six Metre goes to windward wonderfully well, pointing high and powering almost to hull speed in as little as seven knots of breeze.

The most surprising revelation to me about racing a Modern, and these boats, by their nature are all different, waterline lengths varying by anything up to two feet, weight by half a ton or more, enjoy very similar performance. Some have a slight edge when the breeze pipes up, others fare better in lighter airs, but a single loss of concentration, or crewing error will undo all of that in no time.

The class has many boats that have performed in the right hands and subsequently become of no account because either the boat or crew are not optimised!

### Buying and Optimising a Modern

Buying a boat, especially second hand, offers challenges. This newsletter, written by someone who bought a Modern Six in 2008 and has subsequently optimised it to the extent that it won the 2012 European Championships (see below), is a practical guide to some of the issues to be aware of.

### Does the Designer Matter?

These boats were designed by some of the leading designers of the late 20th century, names such as Sparkman and Stephens, Norlin, Petterson and Howlett, are themselves practically guarantees of quality. Experience suggests very few true dogs, rather those boats without some racing success (and they are rare) usually reflect a history of ownership that failed to optimise.

There are several boats available on the market now that have wonderful pedigrees; they simply are not being used. So practically all these boats were well designed, and for their year went well.

### Age

Unlike many other keelboat classes, the Dragons spring to mind, there is no premium on newness.

The boats were built strongly, (I have watched a Modern Six being 'T boned' on a start line and emerge with only cracked gel-coat) and whilst there is a suggestion that the very small number of cold moulded boats might be a little stiffer, history says the GRP boats have consistently won the major prizes.

So condition is important, age much less so.

### Keel and Rudder

This is where the real value lies in these boats. Without question a post 1987 keel is necessary to ensure a competitive boat across the wind range: interestingly in lake conditions some of the boats without wings still perform well. Equally a modern full length or Scimitar type rudder, which is allowed by the rule to be as deep as the keel, seems to make a material difference to hull speed.

Speaking personally, having put a new rudder of this type in the boat for 2012 I have to say it seemed to be the key that unlocked the boats potential

### Trim Tab

Many moderns also carry a 'trim tab', the purpose of this is to improve the boats windward performance. Without question in the right hands such a tool should offer advantage. In practise given the current standard within the fleet the advantage is minimal.

Summary, the hull shapes post 1979 seem to be optimum, the wing keel confers advantage in a breeze and whilst individual designers may beg to differ the record books suggest the prize goes to the best organised and not the best shape.

So having reviewed what to look for in a boat it is interesting to look at what is on the market.



There are many boats available in the £15k to £35k area, all with different levels of gear, sails and condition, but all of which tick the boxes above without the need for much additional expenditure.

Most of the boats at this level require a certain amount of 'breathing upon' but given their age, typically almost 30 years old, a total outlay of less than £40k secures a boat that is a delight to sail and highly competitive in a fleet where close racing has always been an essential part of the appeal. Curiously the real question with these boats is what to take off, over time multiple systems have been added and the reality is the focus should be on 'less is more'. My advice would be to think long and hard about what is needed given the technology of 2012 rather than that installed 20 or 30 years ago. Many of the boats have hydraulic system for example, modern blocks equally achieve the same result at a fraction of the cost. However I do not wish to be proscriptive, part of the fun is working out how to get the best out of each individual yacht configuration.

### Where To Sail

At present four nations possess fleets of sufficient substance to organise a National Championship (The UK, Switzerland, Sweden and Canada/USA) but the real fun to be had in the Six Metres has always been the Annual International Regatta.

This is an opportunity to win in a fleet with a tremendous historical pedigree and which are raced to a high standard with the Regatta, be it a World Championship or a Europeans that is sanctioned by ISAF, invariably held in beautiful location.

So to summarise the Moderns offer keen, competitive good value racing, from purchase to starting line for well under £50k which, for the size of boat and the pedigree on offer is exceptional value,

As someone lucky enough to own and to have successfully upgraded one of these boats (and one with a good



rather than distinguished racing history) I would be keen to share my experience with others who feel the inclination to undertake a similar project.

In my case we found it was amazing quite how much 'gear' contributed only to confusion, in your case, who knows what solutions you may devise based on 21st technology to bring these always graceful yachts into the 21st century!

So if you would like to know more, either about the history of a boat, or how to go about getting one into top racing trim, or simply to share news of a boat you own or are upgrading, please feel free to contact me. Whilst I may not know the answer to your query, such is the depth of knowledge within the class I am sure I will be able to point you in the right direction.

Paul Smith

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October 2012

I want to thank Paul Smith for this effort. As a modern 6mJI sailor I am aware about the drop of active moderns and I hope very much, that a lot of owners and young sailors can be interested to own of these most interesting moderns.

Merry Christmas and a Happy New Year...have a good start!

Beat Furrer, ISMA President



Good start@Gilles Favez

# ISMA International Six Metre Association

## Official news



### Minutes of the 40th Annual General Meeting of the International Six Metre Association (ISMA)

Nynäshamn, Sweden, July 25<sup>th</sup> 2012

#### 1. Welcome

President Beat Furrer welcomed the participants, said that he would try to keep the meeting short, and pointed out that the agenda had been published on the ISMA web-site at the proper time. The meeting would follow this agenda.

#### 2. In Memoriam (President/Matt Cockburn)

The President reported the death of Luigi Carpeneda (86) from Italy, former Captain of the Italian Admirals Cup Team, Commodore of the Yacht Club Porto Rotondo, and former skipper together with his wife Marina Carpeneda of the Six Metre Dan D43. Luigi died in a car accident in Milano. A new Trophy has been offered by Marina in Luigi's memory.

Matt Cockburn reported that Lucie Bedford Cunningham Warren had passed away. Together with her first husband, Briggs Cunningham, she was a well-known personality in the US sailing world and in the America's Cup, as well as Six Metre sailing. Lucy passed away at the remarkable age of 104 years; she was the grand-daughter of the founder of Standard Oil, Edward T Bedford.

In memory of Lucie Cunningham a new trophy will be given for Classic Second Rule Boats, to be presented for the first time at the World Cup in Flensburg.

#### 3. Apologies for Absence

The President reported that he had received apologies from Stefan O'Reilly-Hyland, the Honorary Secretary, and Tim Russell, Honorary Treasurer.

#### 4. Minutes of the Previous Meeting

The President asked whether there were any comments on the Minutes of the previous meeting in Helsinki. There were none. The Minutes were approved.

## 5. Voting Rights

For this meeting the voting rights for each fleet according to ISMA rules are as follows:

Fleet	Boats	Represented by:
Denmark	5	Erik Larson
Finland	33	Eero Lehtinen
France	7	Stefan O'Reilly-Hyland,
Germany	5	Thomas Kuhmann
Great Britain	14	Robin Richardson
Netherlands	1	
Sweden	8	Thomas Lundqvist
Switzerland	19	Beat Furrer
North America	21	Matt Cockburn
Individual	2	
<b>Total</b>	<b>115</b>	

The President reported that he had been asked to exercise the French vote. Thomas Kuhmann reported that the votes for Germany would be exercised by Björn Storsberg who was present at the meeting.

## 6. 2011 Accounts and 2012 ISMA Dues

The Financial Statement as of July 4<sup>th</sup>, 2012 was circulated. The President asked whether there were any comments on this matter. There were none. The Financial Statement for 2011 was approved.

## 7. President's Report

The President started his report by first thanking the Nynäshamn Yacht Club (NSS) and its Commodore, as well as Jan Klingeborn as Event Director, but also in particular Thomas Lundqvist for the organization of the European Championship. In addition he noted that Thomas Lundqvist had a great success in organizing the Olympic Revival Event in Stockholm in June, which was widely appreciated as a unique race and event. The president stated that due to his professional obligations he was not able to attend the Stockholm event.

The President further stated that he hoped everybody would have a good time and fair racing in Nynäshamn.

The President went on to say that it has been his intention to keep the Class closely unified, both for Classics and Moderns, in particular by publishing the Newsletter. While the Class itself seems to be alive and well, the President regretted the low number of Swedish modern boats in the Nynäshamn event, and in particular, the Moderns of the South Swedish fleet. He expressed his understanding for those Six Metre owners in France, Germany and Switzerland who may be absent due to the economic situation, new boat projects or family pressures. Furthermore the President expressed the hope that a new proposal for the modern Six Metre fleet will come up soon.



Finally, the President expressed his gratitude to Stefan O'Reilly-Hyland and Tim Russell for their support in setting up the agenda for the AGM.

## 8. Election

The President handed the meeting over to Henrik Andersin (FIN), Chairman of the Nominating Committee, to propose the candidates for the ISMA Board 2012 till 2014.

Henrik Andersin stated that the Nominating Committee consisted of himself as Chair, Thomas Lundqvist (SWE) and Toby Rodes (USA). The President asked whether the meeting had any comments on the composition of the Nomination Committee. There were none.

Henrik Andersin continued by presenting the proposals of the Nominating Committee for the next ISMA Board (2012 – 2014), as follows:

President	Beat Furrer (SUI)
Honorary Secretary	Stefan O'Reilly Hyland (FRA)
Honorary Treasurer	Tim Russell (GBR) – see note below
Vice-President – North America	Hans Oen (USA)
Vice-President – Northern Europe	Ismo Hentula (FIN)
Vice-President – Southern Europe	Dr Thomas Kuhmann (GER)
Race Venue Officer	Paul Smith (GBR)

Note: for one year only – a further proposal to be submitted for the second year.

The meeting approved the proposal of the Nominating Committee unanimously. The President declared that the Board is thereby elected.

## Classics Committee

Henrik Andersin proposed the following Candidates:

Oliver Berking (GER) as Chair, with Matt Cockburn (USA), Johan Larson (SWE), Chris Museler (USA), and Tim Street (GBR), as members.

Mr Erik Larson submitted an alternative proposal with the same candidates but excluding Matt Cockburn.

The AGM voted on this alternative proposal as follows:

Country	Classic Committee with Matt Cockburn	Classic Committee without Matt Cockburn
Denmark	0	5
France	0	7
Finland	33	0
France	0	0
Germany	0	5
Great Britain	14	0
Sweden	0	0

Switzerland	0	19
North America	21	0
<b>Total</b>	<b>68</b>	<b>36</b>

The composition of the Classic Committee was therefore agreed, to include Matt Cockburn.

### Technical Committee

Henrik Andersin proposed the following members for the Technical Committee:

David Pedrick (USA) as Chair, with Ian Howlett (GBR), Peter Norlin (SWE), Greg Stewart (USA), and Guy-Roland Perrin (SUI).

BISMA's Chairman Robin Richardson requested that the AGM should consider whether Ian Howlett should remain Chairman of the Technical Committee rather than just an ordinary member, and that David Chivers should continue as a member of the Technical Committee.

The President stated that the request regarding David Chivers was accepted. However, since Ian Howlett is proposed to remain a member of a Technical Committee, the question of who will hold the chair could be decided.

Recognising Ian Howlett's decade-long, eminent contributions to the Class, Henrik Andersin introduced David Pedrick, who has been Chief Designer of S&S and has played a major role in the America's Cup as well as having experience in other classes, in particular with the Metre Classes.

After discussion, the AGM voted unanimously for the members of the Technical Committee as proposed by the Nominating Committee. However, a vote is taken on the question of the chairmen, with the following results:

Country	David Pedrick as chairman	Ian Howlett as chairman
Finland	33	0
Germany	5	0
UK	0	14
Sweden	0	8
Switzerland	0	19
North America	21	0
France	0	7
<b>Total</b>	<b>59</b>	<b>48</b>

The President declared that David Pedrick was therefore elected as Chairman of the Technical Committee.

## **9. “Unloved” Boats 1965 – 1971**

As not one owner of the vintage boats brought in any new idea or showed interest in the subject, the President proposed, as indicated last year, that these boats race with the Moderns and have their own trophy for the Europeans and the Worlds. The AGM approved this solution unanimously.

## **10. Technical Committee Annual Report**

Ian Howlett reported on the flotation rules and other technical details. He stated that most of the work of the Technical Committee has been around the Classic boats.

A major section of his presentation was on the relationship between ISMA and ISAF. Ian Howlett pointed out that ISAF seems to have little understanding of many of the issues special to the metre classes. In particular, Ian saw some deficiencies in technical understanding on the ISAF side, making it somewhat difficult to get proper decisions and authorisations relating to our class.

It was Ian's view that rather than trying to negotiate major and complex rule changes and definitions, it would be better to try to reach low-key “understandings” which are easier to negotiate and less complex to draft.

## **11. Classic Committee Annual Report**

The President noted that Matt Cockburn had provided a written report before the meeting – available on the ISMA web site.

## **2. Classic Six Metre Newsletter**

The new editor of the Classic Newsletter, Thilo Durach (GER), presented his concept which basically consisted of a newsletter to be published four times a year on the web, containing all relevant contributions and details. To be able to publish enough substance Thilo asked for the support of the competent Classics Six Metre owners and other authorities of ISMA so that he can rely on this input.

From the audience came a proposal that the Moderns should also be covered in the classic newsletter. While Thilo Durach was in basic agreement, the President and some other members saw a possible duplication with the ISMA Bulletin. Therefore it was agreed that the future Classic Newsletter will focus on the classic boats only.

## **13. Questions and proposals**

### **A. Championships**

#### **Worlds 2013 – Flensburg, Germany:**

Björn Storsberg confirmed that the World Cup will be held in Flensburg as planned, during the first week of August (1 August 2013 – 8 August 2013). It will start with the BMW Robbe & Berking Sterling Cup (the German International Open), followed by the World Cup. Björn Storsberg explained that the racing will be organised by the Flensburger Segelclub (FSC) which has long term racing experience for 12, 8 and 6 Metres and an excellent Race Committee. The rest of the organisation will be



provided by Robbe & Berking and BMW as Sponsoring Partner. The local Flensburg Six Metre community will try to organize early practice races and can offer storage and berthing for foreign Six Metres, which they hope will come to Flensburg early. No voting took place since the venue was decided in 2009.

#### **Europeans 2014 – Falmouth, UK**

Decided 2011. Details will follow. Time frame: second half of July 2014.

#### **Worlds 2015 – France:**

Decided 2010, however the exact venue is still open. It will probably be La Trinité-sur-Mer. Thomas Lundqvist stated that the organising yacht club should be clear from the beginning. Stefan O'Reilly-Hyland as chief organizer was asked to publish the final venue as soon as possible.

#### **Europeans 2016 – Brunnen, Suisse:**

Decided 2011. Although the venue was agreed in Helsinki in 2011, Mr Erik Larson proposed that the championship should be held at the Royal Danish Yacht Club in Tuborg Havn in Copenhagen, Denmark, on the occasion of the 150<sup>th</sup> anniversary of the Club.

*At this point, the President Beat Furrer left the meeting, and Dr Thomas Kuhmann took the chair.*

After some discussion, a new vote was taken, for Brunnen and Copenhagen as alternatives. The majority of the AGM voted for Brunnen. However the meeting welcomed the idea of asking the Royal Danish Yacht Club to hold the Europeans in 2018 in Copenhagen. Mr Larson agreed to investigate the willingness of Club to accept the fleet in 2018.

*The President Beat Furrer rejoined the meeting and took the chair.*

#### **Worlds 2017, Puget Sound, USA:**

At the 2011 AGM in Helsinki, there was a tentative decision in favour of North America for the World Cup 2017. Peter Hofmann stated that the venue could be San Francisco, Seattle or Vancouver. The exact venue will be defined after discussion with the potential organizing clubs. The AGM approved the North America option for 2017. Peter Hofmann will present a final proposal at the next AGM in Flensburg.

#### **B. Measurement Certificates**

The President stated that, following discussions initiated by Tim Russell, the ISAF has agreed to the extension of the validity period of the measurement certificates to 4 years. The Class Rule has been changed.

#### **C. ISMA Bulletin**

The President stated that the issue is still open since there has been no report from the committee set up to propose an alternative arrangement. On behalf of that committee, Thomas Lundqvist stated

that they are addressing the issue, but then during the meeting he announced his retirement from the committee. The President stated that in the absence of any alternative proposals he is prepared to continue issuing the Newsletter bi-annually, but the last time in autumn 2014.

The issue remains largely unresolved.

#### **D. Sail Label Fee**

The Finnish fleet raised, once again, a proposal to reduce the sail label fees. The President stated that the issue had been voted on at the AGM in Helsinki and was not up for a further vote this year. If they are still interested, the Finnish fleet could raise the same issue again at the next AGM.

### **14. Issues for Discussion or Review**

#### **A. Flotation Allowance for Classic Boats**

50 mm deep flotation allowance: to be resolved by the Classic Committee in cooperation with the Technical Committee.

#### **B. Treatment of Replicas**

The President reported on the status of discussions regarding replicas. After discussion, both the Classic and the Technical Committee were mandated to review the existing rules and work out a final proposal for an amended rule. The predominant view of the audience, and of Thomas Kuhmann as VP-EU was that replicas should continue to be admitted to the fleet as a valuable addition, provided however that their lines are strictly in accordance with the original plans, and their construction principles are in accordance with the original, or at least do not give them an unfair advantage over true classic boats.

#### **C. 1. Logistic Costs**

The president expressed his doubts that sponsors will be found to meet the logistic costs of the Six Metre fleet. Thomas Lundqvist pointed out that for Newport and Helsinki it had been possible to make special deals with the shipping and ferry lines. The issue remained unresolved. However, the meeting recognized with acclamation Thomas' eminent achievements in this respect throughout the last years.

#### **C.2. Boat pools**

The President expressed his concern that all efforts to establish boat pools had been in vain. The issue remained unresolved. *Secretary's Note: Detailed enquiries should be made as to where boats for a pool would be available. The example of the Queen Christina Nations Club shows that boat pools can work.*

### **C.3. Sponsorship for Young Six Metre Sailors**

The President expressed the view that the best way to keep the class alive is to have as many young sailors on board Six Metres as possible, to persuade them to take over as Skippers and/or owners of Six Metres in later years. That view was strongly supported by the meeting.

### **D. KSSS Trophy, and other trophies and insurance**

The President stated that the KSSS Trophy had been won by Dan 43, sailed by Marina and Luigi Carpeneda, but since then all attempts to recover it from the owner of the boat and his family had proved unsuccessful. The KSSS should be approached to find out whether it wished to remain a donor of this Trophy, or abandon it. If it had to be replaced, then the Association should look for a better price for a replacement.

Separately, Marina Carpeneda had offered a new prize for Six Metres. The precise terms for the award of this prize needed to be specified.

For the Djinn Trophy and the World Trophy there had been a lively discussion, which started in Helsinki, about insurance. A clear view had emerged that the prizes shall be insured for a value of \$US 2,000/4,000; in the future they should be held by the sponsoring yacht club or the yacht club of the winner, and should be properly supervised and available in time to be presented to the winner of the next championship.

The President suggested that in the future small replica copies of the major prizes should be given to the winning teams so that they have a memento of the event, without the risk of losing or damaging the trophy itself.

### **E. Queen Christina Nations Cup - 2012 Finland**

Henrik Andersin invited competitors to the Queen Christina Nations Cup 2012 in Finland, to be held from August 28<sup>th</sup> to September 1<sup>st</sup> in Espo. He brought the webpage of the Finnish Class Association to the attention of the meeting. Henrik also gave details of the organization of the event, which has reflected the great friendship between the competing teams.

### **15. Jean-Pierre Otero Trophy**

The President proposed to award the Jean-Pierre Otero Trophy to Ian Howlett in recognition of his long-term and eminent work for the class and his continuing interest. The AGM greeted the proposal with widespread acclaim. The Trophy itself was not available at the AGM but it will be handed to Ian Howlett in the near future.

### **16. Other Business**

Finally, the President encouraged everyone to contribute information from their National Class Associations and declared his willingness to coordinate all contributions, in order to achieve the maximum number of active participants in our future ISMA events.

Further, the President pointed out that frequently address changes of ISMA members are not communicated to him. He will normally make one further mailing effort after a failed delivery;



thereafter the member runs the risk of not receiving the Bulletin. They should please inform the ISMA of any changes in their address details.

The AGM started at 7:00pm and concluded at 9:30pm.

Munich, July 31th, 2012

Thomas Kuhmann VP-EU and Meeting Secretary



Europeans 2012©Peter Kupferschmied

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AGM 1 © Gilles Favez



AGM 2 © Gilles Favez

## ISMA International Six Metre Association



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## Trophy insurance



Paul Smith proposed to look at our trophies to make a proposal for the trophy insurance.

How should we get a real picture about what 6mJI Trophies we are responsible for. I asked the ISMA photographer to take pictures at the trophy desk at Nynäshamn.

It's up to long time 6mJI owners to bring in pictures of other trophies around to make a complete picture what nice perpetual artworks we have.





## From the treasurer

### ISMA Subscriptions paid 2012

Fleet	Boats
Denmark .....	1
Finland .....	30
France .....	6
Germany .....	7
Great Britain .....	15
New Zealand .....	1
North America.....	18
Sweden .....	10
Switzerland .....	14
<b>Total .....</b>	<b>102</b>



Great Dane©Gilles Favez

#### Denmark – 1 boat

DEN 65 Great Dane

#### Finland – 30 boats

FIN 12 Fridolin  
 FIN 17 Arnetta  
 FIN 19 Puckie  
 FIN 21 Klara Stjärna  
 FIN 22 Merenneito  
 FIN 24 Antinea  
 FIN 30 Raili  
 FIN 35 (L 35) Elinore  
 FIN 36 Joy  
 FIN 38 Mariana  
 FIN 39 Jolanda III  
 FIN 40 Fandango  
 FIN 43 Wire  
 FIN 44 Toy  
 FIN 49 Sara af Hangö  
 FIN 50 Alibaba II  
 FIN 51 May Be VI  
 FIN 52 Marianne  
 FIN 55 (KA 7) Toogoloowoo  
 FIN 59 Ian  
 FIN 60 Off Course  
 FIN 61 Silene  
 FIN 63 Borée II  
 FIN 66 Bambi  
 FIN 67 (US 80) Djinn  
 FIN 69 Topp  
 FIN 70 Boree IV  
 FIN 71 Kristina X  
 FIN 72 Ara  
 GBR 48 Caprice

#### France – 6 boats

F 20 Tara  
 G24 (FRA 75) Michel Selig (Joanna)  
 F 107 Tsigane  
 FRA 108 Royal Thames  
 FRA 122 Rumble B  
 SWE 137 Raven

#### Germany – 7 boats

GER 17 Sleipnir II  
 GER 30 Mena  
 GER 55 Carmela  
 GER 59 Aida  
 GER 60 Phillipa  
 GER 68 Lillevi  
 (ex GBR 106) Pacific Highway

#### Great Britain – 15 boats

GBR 12 Nada  
 GBR 15 Duet  
 GBR 17 Sioma  
 GBR 22 Titia  
 GBR 32 Abu  
 GBR 40 Valdai  
 GBR 42 Melita  
 GBR 57 Erica  
 GBR 66 St Kitts III  
 GBR 88 St Kitts  
 GBR 89 Battlecry VI  
 GBR 94 Wildcat II  
 GBR 96 Scoundrel  
 GBR 107 Valhalla  
 GBR 111 Blade

#### New Zealand – 1 boat

NZL 1 Scout

#### North America – 18 boats

CAN 10 Gallant  
 KC 19 Saskia II  
 USA 51 Totem  
 USA 52 Alana  
 USA 55 Lucie  
 USA 65 Challenge  
 USA 73 Saga  
 USA 83 Llanoria  
 USA 87 May Be VII  
 USA 88 Blodokse  
 USA 90 Fokus III  
 USA 107 Frenzy  
 USA 109 Discovery

USA 123 Finnegan  
 USA 126 Pacemaker  
 N17 (was N22) Oslo  
 N 71 Flapper  
 NOR 80 Elisabeth X

#### Sweden – 10 boats

SWE 21 Merenneito  
 SWE 60 Stella Polaris  
 SWE 115 May Be XIV  
 SWE 119 Rebecca  
 SWE 120 Sofia (ex-Irene VI)  
 SWE 121 Berta  
 SWE 123 Sting  
 SWE 125 Delphina  
 SWE 132 Sophie II  
 SWE 135 Gubbröra

#### Switzerland – 14 boats

DEN 3 Ran VIII  
 SUI 2 Vega  
 SUI 24 Midinette  
 SUI 28 Ylliam  
 SUI 40 Korrigan  
 SUI 43 Saga  
 SUI 44 Astrée  
 SUI 45 Mecara  
 SUI 72 Jeu de Vent  
 SUI 73 Moby Dick  
 SUI 91 Irene  
 SUI 100 Duclop  
 SUI 104 Temtation 3  
 SUI 106 Nisida

## From the Treasurer

### Membership Subscriptions

It may seem rather early to remind you about subscriptions for next year, but by the time the next issue of this Journal is published the due date will be very close. There are two categories of membership:

- 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.freemove.co.uk](mailto:tim@timrussell.freemove.co.uk)



Rebecca with Johan Larson  
©Gilles Favez

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

Please remember that all sails measured after 1 March 2005 must carry the official certification mark near the tack. Sail Certification Marks can be ordered from the Treasurer by mail or e-mail. On receipt of your order I will reply with an invoice and ask you to make payment direct to the ISMA account. The cost is €100 for each mark. To reduce bank charges, sailmakers are asked to order several marks at a time, rather than buying them individually. As soon as receipt of your payment is confirmed I will despatch the marks by post – there is no charge for postage. Please make sure you order sail marks in good time, since if I am away there will be no-one to process your order. It is always a little unsafe to hope that you will be able to buy sail labels after you arrive at an event – and much safer to ensure that your sails are measured (which includes having a label) before you get there.

### **Accounts for 2012**

I have prepared the accounts for this year up to 30 September, with a prediction for the end of the year. These accounts represent the total of both ISMA's bank accounts, with the sterling account converted into Euro at a rate of £1 = Euro 1.26. The changing exchange rate continues to make accounting rather interesting, and I have tried to separate and identify the effects of exchange rate fluctuations. You will see that we have made a small gain (negative loss) on currency exchange and bank transfers. This is not the treasurer being very clever, but simply a reflection of the way that currency exchange rates have moved during the year.

You will notice that there is very little difference between the situation now and the prediction for the year end. I am still trying to collect a subscription from one of the competitors at Nynashamn this year, but otherwise I do not expect any further receipts. It is still rather disappointing to see so many owners who only pay a subscription at the last minute when they attend a championship.

As is usual in a year when there is no World Championship, we have sold far fewer sail labels this year than we did in 2011 when we sold an unusually large number. This has meant that our income has been much lower this year and less than our costs, but we have enough in reserve for the Association to cover all its expenses. This includes the cost of the ISMA Journal and website, 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
<b>Total</b>		<b>CHF</b>	<b>24,300</b>

The cost of the photographer Gilles Favez in Nynashamn (CHF 5,000) was paid by the sponsors.

The accounts are shown here:

## Financial statement at 30 September 2012 with prediction for 31 December 2012

All figures in Euro (€) except where stated otherwise / Sterling account converted at £1 = € 1.26

2011			30 Sep 12	31 Dec 12
	<b>Income</b>			
9'270.00	ISMA Fees (Note 1)		8'370.00	8'450.00
110.00	ISMA Fees - late payment for previous year		160.00	160.00
80.00	ISMA Fees - advance payment for following year		0.00	0.00
25'600.00	Sail Labels (Note 2)		3'400.00	3'400.00
35'060.00	Total income for the year		11'930.00	12'010.00
	<b>Expenditure</b>			
249.12	ISAF Subscription 2012 (£218.40)	275.18	275.18	
22'515.20	ISMA News and website		20'672.68	20'672.68
59.06	Sail label expenses		0.00	0.00
635.58	ISAF Conference expenses		0.00	0.00
-1'049.73	Losses on currency exchange and bank transfers		-38.91	-38.91
144.68	Bank charges		121.85	140.29
22'553.92	Total expenditure year to date	21'030.81	21'049.25	
12'506.08	Surplus of income over expenditure		-9'100.81	-9'039.20
42'278.84	Balance brought forward from previous year	40'900.47		
78.02	Exchange rate correction from last year end	22.99		
42'356.86	Corrected balance brought forward 40'923.46	40'923.46	40'923.40	
40'900.47	Balance at bank		31'822.66	31'884.22
40'440.58	Euro account balance		29'400.62	
459.89	Sterling account balance	£1'922.25	2'422.04	
40'900.47			31'822.66	
	<b>Note 1</b>			
114	Full	102		
5	Associate	7		
	<b>Note 2</b>			
256	Sail labels sold	34		



Modern Start at EC 2012  
©Peter Kupferschmied



## ISAF have now published the change to the Class Rule

Gentlemen

You will wish to know that ISAF have now published the change to the Class Rule which allows the interval between revalidation of the certificate to be extended from 2 years to 4 years - Rule 29.1(a). This was the change agreed at the last AGM.

We have also taken this opportunity to introduce some further clarification, as follows:

1. To make it clear that boats built or measured before the introduction of the Third Rule are to be re-rated in accordance with the Third Rule - Rule 1(e). This reflects the change-over arrangements that were published when the Third Rule was first introduced, which had been left out of later editions.
2. The reference in the Advertising Rule (Rule 30) has been changed to reflect the latest changes in the ISAF Advertising Code (ISAF Regulation 20).
3. An introduction has been added to Appendix A to make it clear that the deep flotation allowance is provided as a concession that only applies to old boats that retain their original structure, and does not apply to re-

builds or replicas. The reference to sail area - Appendix A, A3(h)iv - has been amended to match the intent of Rule 1(e).

A copy of the amendment sheet which summarises the changes is here: [http://www.sailing.org/tools/documents/6m2012CRC120612-\[12569\].pdf](http://www.sailing.org/tools/documents/6m2012CRC120612-[12569].pdf) Note that this summary does not show the change to Rule 30 because the change to Rule 30 does not alter the effect of the Rule - it is only there to match the change to ISAF Regulation 20.

The full text of the latest 2012 edition of the Class Rule which includes all these changes is here: [http://www.sailing.org/tools/documents/6m2012CR120612-\[12568\].pdf](http://www.sailing.org/tools/documents/6m2012CR120612-[12568].pdf)

I would be happy to answer any questions.

Tim Russel

## ISMA Classics Committee Report

Renaissance – n. a rebirth or revival.

It is often hard to define an era until after some time has passed, and much easier to recount the events of a decade or so. Below are a few of my thoughts on what has passed and where I think the Classics are right now.

For the Classics of the International 6 Metre Class the past 13 years may not rank very high against other decades measured by simple growth in numbers (61 boats built in 1930 alone!), but the years between 1999 – 2012 certainly represent the high water mark for a sustained revival in the 100+ year history of the Class. Enthusiasm for the Classics built through the late 90's, but to my mind, the era of the Classic truly began with the 1999 World Cup in Hanko, Finland where over 30 Classics battled it out and only 22 Moderns were in attendance – the first time the Classics outnumbered the Moderns at a World Cup since the first running of the race in 1973. This was a huge regatta and an eye opener to all but the Finns of the seriousness of the racing in the Classics. Many of the stalwart veterans of the Class were still sailing on Moderns, and many of those sailing the Classics were younger, newer entries to the 6 metre scene. The Finns showed the World the depth of their fleet and certainly showed the rest of the

Class that even though the boats were older, the competition was just as, or more fierce than ever before. Beauty, style and grace have never been in short supply with our Class, but the Classics, both in sixes and other classes, began to really capture imaginations in a larger way in many of the traditional countries and regions where the 6 metre was strong or known. This made sense economically in our Class at the time because the entry price for owning a Classic was generally lower than that of a Modern in markets where both types of boats were available. Many who paid their lower “entry fee” to own a Classic (including me) eventually realized the irony that it could be very expensive to own and restore a “cheaper” Classic.

These are good times, my Classic brethren (and women). The Classics have clearly flourished in a period of Renaissance that does not seem to be slowing too much quite yet, though there is a taper to the sheer volume of restorations making progress. Fewer boats remain on the sidelines or in sheds than 12 years ago, and restoration projects continue to come to completion, resulting in beautiful boats ready to hit the race courses in all of the countries where fleets exist. There are still many boats sitting on the sidelines waiting for that “some-day” we have all heard about.

The replica rule passed at St Tropez in 2000 has resulted in the building of 5 beautiful new boats to replace the ones destroyed in the past. Plans are in the works for more replicas, though these are expensive projects with fewer boat candidates available which appeal to those willing to spend the time and/or money to create the dream. For some, these projects remain controversial, but close monitoring by the Classics Committee and by our Technical Committee ensures these boat have no unfair advantage when built to scantlings set over 60 years ago.

The Classics of the International 6 Metre Class enjoyed a very big year in 2011, with the culmination being the World Cup in Helsinki with record numbers of Classics in competition for the Djinn Trophy, KSSS, and Baum & Koenig. With such huge World Cup participation, the classics had a somewhat subdued season elsewhere.

I have said this before, but it bears repeating: I applaud the owners currently making the effort and getting the work done to get their boats back out on the water and onto the race course. There are still a few boats wait-

ing for the charitable hand of a committed, passionate owner and steward to stem the insidious interest of microscopic plant life, remove and replace the wood softened through battle or neglect as well as the oxidation poisoning of the fabric of wood and metal that makes up our boats. For the owners of boats lying in stasis, covered in sheds, or rotting in fields, I have this to say – get going on your project today because time is slipping away. Every day you don't start that project, sell that boat for a reasonable price or decide to pass it on to someone who will honor your stewardship and the heritage of our boats, is a day you will never get back. Satisfaction and fun are waiting for you out on the water.

Best regards,  
Matt Cockburn



Classic upwind@Gilles Favez

## Activities of the Classic Committee in 2011 – 2012

### Replica proposal for NOR 74 Risken

On April 20, 2011, Oliver Berking announced to the ISMA President, Chief Measurer and myself his plans to build a replica of the 1945 Bjarne Aas design 'Risken'. A set of plans were obtained from Norway, including Offsets, Construction Plan, Lines, and a casting diagram for the lead keel. Members of the Technical Committee were asked to comment on the viability of the plan based on the drawings submitted and general consensus was that the boat is buildable based on what has been found. The actual 'Risken' was located for most of her existence on Puget Sound though the 60's, 70's, and 80's, then was sold to an owner in Portland, Oregon, where the boat was moved around to a variety of bad to worse boatyards. Research completed by the Committee and their agents confirmed the last eye witness account of her in 1990 or so in a Tomahawk Island boatyard renowned for being the last place many boats have gone. While there is no confirmed death certificate and no one who claims to have actually seen her burn or actually cut her up, the Classics Committee is confident the boat no longer exists on the physical plane and will be an excellent replica candidate for the committed enthusiast.

Early plans were for the boat to be ready for the 2013 World Cup in Flensburg, though perhaps Mr. Berking can enlighten the assembly in person on the current plan and schedule.

### Replica Proposal for US 57 Mystery, ex. N 27 Mosquito II, ex. N 27 Figaro V

Tom Sterling has long prepared and researched a replica build of the 1927 Johan Anker design last known as US 57 'Mystery', ex. N 26 Figaro V. Bill Bartholomae sailed this boat off the coast of southern California for many years and also sailed her in the 1936 Olympics in Germany. The boat was later lost off of La Jolla, California in 1970 when she was returning from the Newport – Ensenada Race and was becalmed in a violent and confused sea and wracked until shaken apart. Tom Sterling was among the crew who sat in a lifeboat for 8 hours before being rescued by some San Diego fishermen.

The announcement of this replica brought about a quite considerable amount of feedback and skepticism, and a lot of email, as it was thought in some quarters that US 57 Mystery had not gone back to the USA after the 1936 Olympics and instead was now located on the west coast of Sweden. After much conjecture on her design and consultation with the ISMA Technical Committee, Classic Committee, various experts on

Johan Anker, Norwegian boatbuilding, and Olympic history, it was eventually confirmed through US 57 Mystery's listing in each of the 1936 – 1939 Lloyd's Registers of American Yachts that the boat is a 1927 design and did indeed come back to California after the Olympics. Her confirmed build and ownership history in Southern California pre-WWII and later in the ownership of Tom's father leaves no doubt of which boat sank in the Pacific.

The boat has been lofted and construction has begun on Mystery's horn timbers. Greg Stewart of the ISMA Technical Committee has been in consultation with Tom Sterling and the Classics Committee is looking forward to regular updates.

### Replacement of the KSSS Trophy

The Kungliga Svenska Segel Sällskapet (KSSS – Royal Swedish Yacht Club) Trophy was given to the Class, as far as I am aware, in the late 90's and was awarded to the highest placing Classic at the ISMA World Cup until the Djinn Trophy was rediscovered and reintroduced as the award for the highest placing Classic. Since 2003 the KSSS Trophy was then to be given to the highest placing Rule 2 boat at the World Cup. Except that the trophy has been missing since the 2003 World Cup in St Tropez when the trophy was awarded to the owner of D 43 Dan, who has remained unidentified in all correspondence I have seen. Both Marina and Luigi Carpaneda, who were sailing the boat in St Tropez, searched for the trophy and asked the owner of the boat where the trophy may be. This effort was fruitless and soon after giving up the search Luigi died unexpectedly in December 2011. Marina Carpaneda has offered a smaller trophy, though I think this may be better awarded as a sportsmanship honor or by popular acclaim to the most Corinthian competitor at a World Cup in honor of Luigi, who was, by all accounts, a true gentleman.

The Class has now received a very generous offer from Matt Brooks to replace the trophy at his own expense. Mr. Brooks is the current owner of US 55 Lucie, who not only won the KSSS at Helsinki, the boat and crew also won the Baum + Koenig Trophy for highest placing traditionally rigged boat (white sails, wooden mast & boom). Obviously, there was no trophy to present, only the accolade of achievement.



**We, as a Class, now have a few decisions to make:**

Do we formally advise the KSSS Commodore that we regret to inform you that the trophy so generously donated by that club has been lost and that a replacement is being proposed?

Should the replacement be donated to KSSS, so they can then allow the Class to use it, though KSSS would retain ownership? Currently that is what it looks like in the World Cup Deed of Gift, since there is no separate Deed of Gift for the lost KSSS trophy.

**Or**

Do we allow Mr. Matt Brooks to make an entirely new trophy, with a new name, dedicated to Class, which would be awarded to the highest placing Rule 1 or 2 boat at the World Cup?

Oliver Berking could confirm that the trophy is a Georg Jensen artwork.

We've gone around and around on this, so maybe the time has come to make a decision.

I have included the Executive Committee, as well as the Classic Committee and Sweden representative Thomas Lundqvist. If Mr. Brooks were to have the bowl engraved, it would be helpful to know what it should say and I hope we could rely on one of Swedish and KSSS members to relate those details. The KSSS should accept this trophy as long as we donate it in their name.

Best regards, Matt Cockburn



Trophy replacing the KSSS trophy

And the comment from the ISMA secretary:

Dear Matt,

this is definitely a very generous proposal which should please everyone of our Class and for which I can only say we should feel very grateful to you.

Regards,

Stefan O'Reilly-Hyland

## End of official ISMA news





## Reports from Sweden

### The Olympic Centenary Regatta celebrations in Stockholm

Phil Crebbin reports on a magnificent event

Monday June 11th 2012, Author: Phil Crebbin, Location: Sweden

Sweden hosted a most unique regatta to celebrate the centenary of the 1912 Olympics that were held in Stockholm. This was held in 6 Metres, which was one of the classes in the 1912 Games, and for a couple of the days there were also some other boats joining in, including the spectacular 95 sqm Skerrie cruisers. The whole event was superbly organised by well-known Swedish sailor Thomas Lundquist, himself a Finn Gold Cup winner and Swedish Olympian, and now also a 6 Metre owner. It was a tremendous feat of organisation by him and his team, with many important people and organisations involved, including the King of Sweden, the International Olympic Committee led by the President himself, Jacques Rogge (a former Olympic Finn sailor for Belgium), the city of Stockholm and the Swedish Olympic Committee of course.

Quite a number of top sailing names were present, with one day dedicated to Swedish legends in sailing. This included famous Swedish names like Pelle Petterson, the three Sundelin brothers (Olympic Gold medallists in 5.5s in 1968), round the world sailors Gunnar Krantz, Magnus Olsson and ISAF President Göran Petersson



There were also some top international names from outside Sweden, including Torben Grael, who flew in especially from Brazil, and Paul Cayard, who is now CEO of the Swedish America's Cup challenger,

Artemis Racing. Torben Grael still has a prized family possession of a classic 6 Metre that was sailed by one of his family and won the silver medal in the 1912 Olympics in Sweden. The event was held right outside the Stockholm town hall (Stadshuset) on Riddarfjärden and the boats had quite a logistics exercise to be towed from the more usual marinas in the Swedish archipelago through bascule bridges and a lock to reach the sailing area. Floating docks were moored outside the Stadshuset to accommodate the boats. Different racing events were held each day, ranging from the Legends Regatta to the Olympic Invitational Regatta, involving

both IOC members and the Swedish Olympic Committee, a National Day Regatta (on the Swedish National Day bank holiday – in which a number of other boats participated as well) and the Pro/Am Regatta with a number of top class Olympians, including Swedish skiers and ice hockey players.

The two top international sailing names both made their presence felt. Torben Grael took the helm of Thomas Lundquist's 6 Metre to win the Pro/Am regatta day, winning all three races comfortably. Paul Cayard then won the Olympic Invitational Regatta on the last day, ahead of Jacques Rogge (who had Torben Grael in his crew). The National Day Regatta was organised in the form of a pursuit race with a number of other boats participating. As there was a set number of rounds of the course for the race, the finishing times were then adjusted by a small amount as the race took 2 hours for the leaders rather than the 2 1/2 hours that had been used for the starting intervals between the different boats. This made no difference to the comfortable winner, which was Thomas Kuhmann's classic 6 Metre from Germany, with the only British representative, Philip Crebbin, in his crew.

On the last day, the King of Sweden, Carl XVI Gustaf, was in attendance throughout the racing and personally gave out the prizes for the day. This brought this fantastic regatta to a close. It will be long remembered by all the participants.



Above: At the final Prizegiving – from left: King Carl XVI Gustaf, Jacques Rogge, Thomas Lundquist, Marcus Norlin, Jurgen Sundelin, Torben Grael



At the final Prizegiving – Paul Cayard (4th from left) and his team receive their gold medals for winning the final day's Olympic Invitational Regatta from King Carl XVI Gustaf (left)

### **Who did sail at Nynäshamn?**

I wonder that there's no mention of the Olympic heritage of the yachts sailing at the Jubilee Regatta (6 metre, Finn, Star) and no mention of former Olympians attending the event. I can only identify those in the 6 Metre Class, but it may be of interest to those paying attention to your various press releases that the following competitors in the 6mR Class sailed in the Olympics at various times:

Thomas Lundqvist (SWE) – 5th place in the Finn at the 1972 Munich Games. Owner and helmsman of SWE 123 Sting.

Ross MacDonald (CAN) – 5 time Olympian (1988 Seoul, 1992 Barcelona, 1996 Atlanta, 2000 Sydney, 2004 Athens) and 2 time medalist in the Star Class with Bronze (1992 Barcelona) and Silver (2004 Athens). Helmsman on KC 10 Gallant.

Eric Jespersen (CAN) – 2 time Olympian (1992 Barcelona, 1996 Atlanta ) in the Star Class with Ross MacDonald with a Bronze medal at the 1992 Barcelona games. Helmsman on US 83 Llanoria.

Karl James (Antigua & Barbuda) – 2 time Olympian in the Laser; 1996 Atlanta and 2000 Sydney.

Also, at the very least, the following 6 metres participating at Nynashamn were actually sailed in the Olympics:

US 83 Llanoria – 2 time gold medal winner; 1948 (London) & 1952 (Helsinki)

K 22 Titia – 1952 (Helsinki)

Best regards,

Matt Cockburn

Chairman, ISMA Classics Committee



Skippers meeting©Gilles Favez

## The 2012 Nynashamn Six Metre Europeans

Following on from the Swedish Olympic Centennial Regatta in Stockholm in June (see report of 11 June 2012), the 2012 European Championships of the 6 Metre class were held in Nynäshamn, Sweden, at the end of July. Nearly 35 boats participated, with separate starts for the Moderns and the Classics, the latter having the larger fleet.

Both fleets were strongly contested in excellent sailing conditions, except for the first day which was cancelled because of strong winds that also created large waves out on the course area. From then on the wind slowly eased down, and on the final day there was even a postponement until a building sea breeze developed.

7 races were sailed in total and in the Moderns the British boat Valhalla, owned and sailed by Paul Smith with his brother Robert driving, were consistently at or near the front to win overall in impressive fashion. Valhalla is a Peter Norlin design from the 1980s and is most interesting as the trim tab of the wing keel has been deactivated and faired into the keel. Paul Smith said it was like this when he got the boat, and initially they struggled to be fully competitive until recently fitting a full depth rudder. This has greatly improved the performance, both in terms of speed and also handling, as now demonstrated by this European Championship win.

The other podium places saw a tie between Sweden's Maybe XIV (Patric Fredell) and Sophie II (Hugo Stenbeck), with Maybe XIV getting second place on tie-break.

The strong Classic fleet was dominated from the start by the Canadian boat Gallant, which was driven by

Canadian Olympic medallist Ross MacDonald. They won the first 3 races, looking very fast in the stronger wind, and had no difficulty defending their advantage in the subsequent races, even though they did not win any more.

The battle for 2nd was very hard fought with initially the Danish boat Great Dane (Erik Larsen) holding it. Then this was taken over by the Swiss boat Mecara (Reinhard Suhner - winner of the 2010 European Championship in Brunnen, Switzerland) after winning both races on the penultimate day. On the final day the steady consistency of the USA boat Llanoria (Eric Jespersen) brought them up to second overall, with Great Dane third and Mecara fourth. So at the end it was the well-sailed boats from across the pond that came out on top.

The British boat Nada won the final race showing excellent speed, but had had a few gear problems during the series and finished 8th overall. Owner Peter Harrison visited at the end of the Championship and had the satisfaction of seeing his boat win the last race. Nada was driven by Torvar Mirsky and also featured British designer Ian Howlett in the crew. Howlett had designed the new keel put on Nada in 2011.

(Phil Crebbin)

### Comments regarding the Olympic Regatta 2012 from Mayor of Nynäshamn.

- We are very pleased with the arrangement and the the turn-out, says Anna Ljungdell Mayor of Nynäshamn. The 17 day regatta is the biggest event we have ever hosted, even bigger than the Olympic races themselves a 100 years ago. Over 70 000 people visited the area and I am pleased to say that we exceeded our own high expectations, but also learned alot that we can bring with us in our future endeavours.

This event would never have been able to accomplish if it had not been for the hard work of all the people involved, from the municipality's staff to NSS, FSKF, sponsors and all the volunteers. Therefore it is very pleasing to read the good reviews we have got, especially from the competitors and visitors. I believe we have put Nynäshamn on the international yachting map, and I am convinced this is not the last yachting event we will be hosting.





The small Seaside town of Nynashamn, set in the stunningly beautiful Swedish archipelago was a wonderful setting for an extremely well organised regatta: for this we have to thank Thomas Lundquist and the Nynashamn Yacht Club, together with an army of volunteers.

A total of 30 Six Metres made the journey, 19 classics and 11 moderns.

Although there was one day when sailing was impossible, the typical day was perfect Six Metre weather, 7 to 12 knots of breeze, bright sun shine and flat water, paradise!

In the Classics Britain was represented by three Boats, seasoned campaigners Titia and Nada together with the newly restored Second Rule boat Valdai.

The racing in the Classics was of a high standard and included several Olympic sailors and some of the most beautiful (and beautifully restored ) Six Metres ever to be drawn.

In the end it became a battle between two boats from the Pacific North West, Galant and Llanoria.

Both seems to revel in markedly different conditions, Llanoria claiming line honours in a blow, whilst Galant seemed to do better in the lighter breezes towards the end of the week. Titia had a difficult week and finished 9th whilst the crew on Nada proved that a well sailed and organised Second Rule boat can be competitive with the best!

Next year can only be better for her. Valdai learned a lot and will be back next year.



Tune up prize giving

The Modern fleet, whilst smaller in numbers did not lack in quality boasting former Olympians and Championship winners in its ranks. Whilst there is a school of thought that says nothing in the sailing world exceeds the sight of a Classic Six Metre beating to windward I think this is to overlook the drama and form following function elegance of the Moderns slashing towards the start line! Aesthetics apart the racing was of a high standard and extraordinarily close, typically after a 1.9 mile beat to the first mark fewer than 5 seconds separated the first four boats. The margins at the finishing line were little greater an hour later as the series developed into a close battle between the Swedish boat Maybe XIV and the UK's sole representative in the Modern fleet Valhalla. Going into the last race three boats could have won. Having started the day with no wind a wonderful 12 knot sea breeze had built up and Valhalla put the Regatta result beyond question by powering away from the start line and actually managing to reach the windward mark with more than a boat length advantage, first for any boat in the week.

Results like this are a great credit to the underlying design philosophy of the Six Metre rule, as one crew member on Valhalla commented it is rare to get such close racing in most one design classes!

(David Roberts)







Prize giving Europeans



Thomas Lundqvist



Prize table

### JubileumsRegattan

#### EM 6 Rm

#### Final results EM 6 Rm 2012

#### 6 Metre Classic Class

Sailed: 7, Discards: 1, To count: 6, Entries: 18, Scoring system: Appendix A

Rank	Fleet	Boat	Class	SailNo	Club	HelmName	Rating	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1st		Gallant	6 Metre Classic	KC 10	RVYC	Ross Macdonald	1.0	1.0	1.0	3.0	(6.0)	4.0	3.0	19.0	13.0	
2nd		LLanoria	6 Metre Classic	US 83	PMYC	Eric Jaspersen	4.0	(7.0)	3.0	4.0	2.0	3.0	2.0	25.0	18.0	
3rd		Great Dane	6 Metre Classic	DEN 65	KDY	Erik Tinglev Larsen	2.0	3.0	7.0	(9.0)	5.0	1.0	7.0	34.0	25.0	
4th		Mecara	6 Metre Classic	SUI 45	SVB	Reinhard Suhner	7.0	5.0	6.0	1.0	1.0	7.0	(8.0)	35.0	27.0	
5th		Lucie	6 Metre Classic	US 55	SFYC	William Brooks	8.0	(9.0)	5.0	2.0	7.0	5.0	6.0	42.0	33.0	
6th		Fridolin	6 Metre Classic	FIN 12	ÅSS	Henrik Lundberg	3.0	8.0	8.0	5.0	(11.0)	2.0	9.0	46.0	35.0	
7th		Flapper	6 Metre Classic	NOR 71	RHKYC	Nick Booth	6.0	4.0	2.0	(11.0)	9.0	11.0	4.0	47.0	36.0	
8th		Nada	6 Metre Classic	K 12	RTYC	Marc Fitzgerald	5.0	10.0	(19.0 DNF)	7.0	4.0	13.0	1.0	59.0	40.0	
9th		Tilla	6 Metre Classic	GBR 22	RWYC	Andy Postle	(19.0 DSO)	2.0	4.0	10.0	19.0 DNF	8.0	5.0	67.0	48.0	
10th		May Be IV	6 Metre Classic	FIN 53	HSS	Tapio Lahtinen	9.0	(12.0)	11.0	8.0	3.0	10.0	10.0	63.0	51.0	
11th		Mena	6 Metre Classic	GER 30	BYC	Thomas Dr. Kuhmann	10.0	8.0	10.0	(16.0)	10.0	6.0	11.0	69.0	53.0	
12th		Aida	6 Metre Classic	GER 58	ASC	Bjoern Storsberg	11.0	11.0	9.0	6.0	8.0	9.0	(12.0)	66.0	54.0	
13th		Midnette	6 Metre Classic	SUI 24	BNS	Bertrand Keller	12.0	(13.0)	13.0	12.0	12.0	12.0	13.0	87.0	74.0	
14th		Vaidal	6 Metre Classic	GBR 40	RYS	Bob Owen	13.0	15.0	12.0	(17.0)	13.0	14.0	14.0	88.0	81.0	
15th		Scout	6 Metre Classic	NZL 1	RNZYS	Martin Farrand	14.0	14.0	15.0	(18.0)	17.0	17.0	15.0	110.0	92.0	
16th		Stella Polaris	6 Metre Classic	SWE 60	KSSS	Sven Frenkel	15.0	(16.0)	14.0	15.0	16.0	16.0	16.0	108.0	92.0	
17th		Oslo	6 Metre Classic	NOR 17	EYC	Chris Schram	16.0	18.0	(19.0 DNF)	13.0	14.0	15.0	19.0 DNS	114.0	95.0	
18th		Carmela	6 Metre Classic	S 15	DTYC	Walter Kuhlmann	17.0	17.0	16.0	14.0	15.0	(18.0)	17.0	114.0	96.0	



Gallant



Lianora



Crew of NZL 1

**6 Metre Modern Class**

Sailed: 7, Discards: 1, To count: 6, Entries: 10, Scoring system: Appendix A

Rank	Fleet	Boat	Class	SailNo	Club	HelmName	Rating	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1st		Valhalla	6 Metre Modern	GBR 107	RTYC	Paul Smith	2.0	2.0	1.0	(5.0)	1.0	2.0	1.0		14.0	9.0
2nd		May Be XIV	6 Metre Modern	SWE 115	KSSS	Patric Fredell	1.0	1.0	3.0	4.0	3.0	(7.0)	4.0		23.0	16.0
3rd		Sofie 2	6 Metre Modern	SWE 132	GSYS	Hugo Stenbeck	3.0	4.0	2.0	3.0	(6.0)	1.0	3.0		22.0	16.0
4th		Berta	6 Metre Modern	SWE 121	GSYS	Lars Engelbert	5.0	5.0	(6.0)	1.0	5.0	3.0	2.0		27.0	21.0
5th		Temptation 3	6 Metre Modern	SUI 104	AVP	Beat Furrer	4.0	3.0	4.0	(8.0)	7.0	6.0	6.0		38.0	30.0
6th		Gubbröra	6 Metre Modern	SWE 135	KSSS	Class Ahlin	(11.0 DNF)	11.0 DNF	7.0	2.0	2.0	5.0	5.0		43.0	32.0
7th		Sling	6 Metre Modern	SWE 123	KSSS	Thomas Lundqvist	6.0	6.0	5.0	(7.0)	4.0	4.0	7.0		39.0	32.0
8th		Rebecca	6 Metre Modern	FIN 73	KSSS	Johan H Larsson	7.0	(9.0)	8.0	9.0	8.0	8.0	9.0		58.0	49.0
9th		Nisida	6 Metre Modern	SUI 106	YCA/YCRO	Manfred Meyer	9.0	8.0	9.0	6.0	9.0	10.0	(11.0 DNF)		62.0	51.0
10th		Sofia ex. Inne VI	6 Metre Modern	SWE 120	GYC, HSS	Anders Nordin	8.0	7.0	10.0	(11.0 OCS)	10.0	9.0	8.0		63.0	52.0





Valhalla



May Be XIV



Sophie II



### 6MJI: les SUI au pied du podium européen

Une trentaine de 6mJI ont disputé les championnats d'Europe fin juillet à Nynäshamn (Suède), où sept manches ont pu être validées. Le Canadien McDonald s'est imposé en catégorie classique, dans laquelle le Suisse Reinhard Suhner finit 4<sup>e</sup>, alors que la catégorie moderne, remportée par l'Anglais Paul Smith, a vu le Suisse Beat Furrer prendre la 5<sup>e</sup> place.

A collection of photos from the Europeans 2012 in Nynashamn by ©Gilles Favez





A collection of photos from the Europeans 2012 in Nynashamn by ©Gilles Favez



## Reports from Germany

### Robbe & Berking Sterling Cup 2012

Eine feste Institution für Meter Klasse Yachten ist der Robbe Berking Sterling CUP, der sich über die Jahre verschiedenen Wandlungen unterzogen hat. Zu den Wandlungen gehören der Hauptsponsor, der Austragungsort und das Rahmenprogramm. Nachdem Rolex in den letzten Jahren den Sterling Cup, der in Kiel und in Flensburg stattfand, unterstützt hat, ist in diesem Jahr BMW ins Boot gestiegen. Im Rahmenprogramm gab es erstmals ein Essen im Sterne gekrönten Hotel „Alter Meierhof“ in Glücksburg. Aber auch Konstanten waren vorhanden: hervorragend organisierte Regatten vom Flensburger SegelClub (FSC), gutes Segelwetter und ein auf dem Wasser verbissen segelndes Teilnehmerfeld, das im Hafen zu einer großen freundschaftlichen Familie wird. Teilgenommen haben Yachten der 12, 8 und 6mR Klasse. Leider litt die Teilnehmerzahl unter der 6mR EM in Nynäshamn und der 8mR WM in Cowes, die kurz zuvor stattfanden. Bei den 12m Yachten fehlten die norwegischen Freunde. Bei den 12er siegte die Lokalmatador Sphinx, bei den 8er die kanadische Raven, ein unter Meteryachten echter Eye-catcher.

In der Sechserklasse hatte Oliver Berking sein Boot LILLEVI an BMW verchartert, die es mit einem der besten deutschen professionellen Segler, Markus Wieser und seiner Crew, besetzten. Für die lokale Flotte hieß es also: Schlag den Wieser..., der konstant die Wettfahrten anführte und bis auf die Letzte auch gewann. Konstant segelte MENA, Thomas Kuhmann, gute Plätze, MELLUM kämpfte mit dem abnehmenden Winden und der Bootsgeschwindigkeit. AIDA konnte die erste Wettfahrt mit Materialschaden nicht beenden und zur zweiten nicht starten. Die nächsten Tage lief es immer besser und in der letzten Wettfahrt wurde dann auch Wieser geknackt. SLEIPNIR IV segelte genüsslich auf den Kursen, wohl wissend, dass es zur 'Racing Condition' noch ein weiter Weg ist.

Am Freitagabend wurde in der Robbe&Berking Werft ein großes Büffet aufgebaut und mit Live Musik bis weit nach Mitternacht gefeiert. Samstagabend waren die Teilnehmer zum Dinner in das oben erwähnte Hotel geladen, was keine Wünsche offen ließ. BMW stellte für die gesamte Veranstaltung einen Shuttle Service mit den neusten großen BMW Limousinen, von denen sich viele Teilnehmer in die Jugendherberge zur Übernachtung bringen ließen.

Fazit: Tolle Regatten, gutes Wetter, viel Spass in der Meterclass Family. Mit dieser herausragenden Veranstaltung ist Oliver Berking eine ausgezeichnete Generalprobe für die 6mR WC in Flensburg ( 01.-08. August

2013) gelungen. Der Sterling Cup dann als Tune Up Race.... Ihr müsst alle kommen!!



The Robbe Berking Sterling CUP is a permanent institution for metre class yachts and an event that has seen numerous changes over the years. The changes include the main sponsor, the venue and the accompanying programme. After Rolex having provided support over recent years for the staging of the Sterling Cup in Kiel and Flensburg, this year BMW came on board. For the very first time the accompanying programme included a meal in the award winning hotel "Alter Meierhof" in Glücksburg. However, some aspects also remained constant: superbly organised races by the Flensburger SegelClub (FSC), good sailing weather, a field of competitors comprising hard-bitten sailors which is turning into a large, friendly family at the port. Yachts in the 12, 8 and 6 metre classes took part in the event. Unfortunately there was a reduced number of participants as a result of the 6 metre class EC in Nynäshamn and the 8 metre class WC in Cowes which had taken place shortly beforehand. Our Norwegian friends amongst the 12 metre class yachts were missing. The local 'matador' Sphinx took victory in the 12 metre class, in the 8 metre class it was the Canadian Raven, a genuine eye-catcher amongst the metre yachts.

In the six metre class Oliver Berking had chartered his boat LILLEVI to BMW which manned the boat with one of the best German professional sailors, Markus Wieser and his crew. The task for the local boats therefore was to beat the Wieser ..., who led the races from the front and won them all apart from the last race. MENA, Thomas Kuhmann, was well-placed in every race, MELLUM battled with the falling winds and the speed of the boat. AIDA was unable to finish the first race due to material damage and couldn't start the second one. Things went continually better over the next

few days and Wieser was also finally beaten in the last race. SLEIPNIR IV enjoyed sailing the courses in the full knowledge that it still has some way to go to reach “racing condition”.

A large buffet was assembled in the Robbe&Berking boatyard on the Friday evening, with celebrations to live music that went on well past midnight. On the Saturday evening the participants were invited to dinner in the abovementioned hotel everyone attending was delighted with the meal. BMW provided a shuttle service for the whole event using the latest, large BMW limousines which transported many of the participants to the youth hostel for their overnight stay.

Summary: Great races, good weather, a lot of fun in the metre class family. With this superb event Oliver Berking has successfully staged an excellent trial run for the 6 metre class WC in Flensburg ( 01.-08. August 2013). The Sterling Cup will then be the tune up race .... You've all got to be there!!



## 2013 World Cup for 6mJI in Flensburg, Germany

Oliver Berking reports:

The invitation and the program for the World Cup 2013 will be mailed in December.

I will organize around the 6mJI World Cup a great „Robbe & Berking Classic Week“ from 1st to 8th August 2013. This will let you live really a nice event that will be remembered for a long time. BMW as my main sponsor and Robbe & Berking will give all their best to achieve this. For 6mR, 8mR and 12mR we will have the Robbe & Berking mR Sterling Cup. These races will be the tune up races before the Robbe & Berking 6 Metre World Championships 2013 will begin.

Llanoria, Lillevi, Mena, Aida, Nirvana, Apache , Lady Day , Aloha und Sunray are at our bridge and they look forward to sail with you next year.

Kind regards

Oliver Berking

Robbe & Berking

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[www.robbeberking.de](http://www.robbeberking.de)

[www.wertanlagen.robbeberking.de](http://www.wertanlagen.robbeberking.de)

[www.classics.robbeberking.de](http://www.classics.robbeberking.de)

[www.classic-yachts.de](http://www.classic-yachts.de)





**Carmela S15 is measured and in the water**

The happy owner is Thilo Durach [thilo.durach@t-online.de](mailto:thilo.durach@t-online.de)

## Reports from England

The UK Six Metre fleet has enjoyed a rich and diverse year. The British Open Championships at the end of May in Falmouth were a great success and acted as a dry run for our opportunity to host the Europeans in 2014, when we look forward to welcoming many international sailors and friends. As I write, the Royal Cornwall Yacht Club has agreed to act as the Organising Authority, so we will be in good hands. The sheltered area of Falmouth Bay are great waters to race in and are accompanied with beautiful scenery. In 2012 it provided the venue for the Finn Gold Cup and the Pennennis Cup, that included four J class yachts, all racing in the Falmouth Bay. This is the same water where the 2014 Championships will be held and it provided a quite amazing spectacle for our larger but fellow Metre type yachts....It was a sight that has not been seen in the past 80 years. So a fleet of 6 Metres will be equally stunning.

In June our emphasis transferred to Hamble, in the Solent to celebrate the 175TH Anniversary of the Royal Southern Yacht Club. The Royal Southern has had a long association with the Six Metre Class, going back to the 1930's, so it was a delight to be made welcome with two weekends of racing that included wonderful sponsorship by Brewin Dolphin.

This was closely followed by the Panerai British Classic Yacht Club Regatta, where both Classics and Modern 6 Metres joined an amazing array of other beautiful classic yachts.

In terms of new additions to the fleet we celebrate a number of Classic and Modern 6 Metres returning to racing after extensive restorations. Valdai, a 1930 Mylne design has been launched, now looking amazing after a total restoration by Tom Owen in Fowey and will be campaigned by Robert Owen, James Farrier and Dirk de Stop. Tim Street restored Abu (J Anker 1931) last year and recently sold her to Christian and Caroline Teichmann. We expect to see both these boats in active competition in the years to come. Various other renovations are in progress including Thistle (David Boyd 1947) and Senoma, a 1924 G L Watson design, which are both well advanced. Finally St Kitts ( Ian Howlett 1987) has now returned from a period of 12 years absence and has reverted to a Howlett conventional keel from a 'Bulb and Canard' configuration after a major refit. Rob Gray returned Shadow VI ( David Hollom/ Blue Arrow 1988) to racing as well; so there is gentle but solid growth to report.



On the International front we congratulate Paul Smith and his crew in Valhalla for a fine win in the European Championships in Nynashamn and Christian Teichmann for winning the Queen Christina Nations Cup in Helsinki.

(Robin Richardson)

### Well done to all those that entered the 2012 British Open Nationals.

With only one day lost to strong winds the Regatta had near perfect weather conditions and sea state. It was a truly glorious location with great hosts and good food. It was extremely close racing in both fleets and the winners were not to be known until the very last race!. In the Moderns there was a real sense of jockeying between Battle Cry and Valhalla all the way round the course as pole position was hard fought for in each race. There was a mirror of jostling in the classic fleet between Erica and Titia. See the result below for the outcome.

Valdai made its way from Fowey by sea, the first and maiden voyage. They left at 11am and finally arrived at gone midnight having lost wind some distance off the coast and drifted for hours. We couldn't contact them and they had no signal on their mobile phones, one very tired crew on thursday! Tresanton Friday evening, post racing a short high speed Rib ride to St Mawes. With flowing Champagne, Turbot and Chips, Sunset overlooking the St Mawes Harbour, the Pilot Cutters lying below the terrace collected for their World Championship, All stunning and delicious.

Racing had been cancelled Saturday and many crew took the opportunity to visit local attractions from beautiful gardens to galleries in St Ives. Saturday night the local seafood restaurant in Mylor Harbour accommodated the full fleet for the Class Diner (58) plus a few 8 metre sailors who turned up from France on Hispania that afternoon. Many bottles of wine, a terrific thunderstorm that lit the night sky was the precursor to a very early start on Sunday to make up for the lost day before. The Restronguet Sailing Club ran the racing with great efficiency getting another 3 races in and boats back to the dock well before the 3 pm prize giving. Fun had by all. For photos please go to Kathy Mansfield's website as the regatta's official photographer. <http://www.kathymansfieldphotos.com>

(Avia Willment)



Sailwave results for INTERNATIONAL SIX METRE BRITISH OPEN CHAMPIONSHIP at Mylor YC and Restronguet SC 2012

13.08.12 13:55

**INTERNATIONAL SIX METRE BRITISH OPEN CHAMPIONSHIP****Mylor YC and Restronguet SC**

Results are final as of 13:56 on May 27, 2012

**Classic Fleet**

Sailed: 5, Discards: 1, To count: 5, Entries: 4, Scoring system: Appendix A

Tally	Fleet	SailNo	Boat name	HelmName	CrewName	Club	R1	R2	R3	R4	R5	R6	Total	Nett	Rank
	Classic	22	Titia	Brian Pope	Andy Postle		1.0	1.0	1.0	(2.0)	1.0	1.0	7.0	5.0	1st
	Classic	57	Erica	Robert Laird	Paul Hobbs		2.0	2.0	(5.0 DNC)	1.0	2.0	2.0	14.0	9.0	2nd
	Classic	42	Melita	David Roberts	Robin Richardson		(3.0)	3.0	2.0	3.0	3.0	3.0	17.0	14.0	3rd
	Classic	40	Valdai	James Fairlie	Dirk Stolp		4.0	4.0	(5.0 DNC)	4.0	4.0	4.0	25.0	20.0	4th

**Modern Fleet**

Sailed: 5, Discards: 1, To count: 5, Entries: 4, Scoring system: Appendix A

Tally	Fleet	SailNo	Boat name	HelmName	CrewName	Club	R1	R2	R3	R4	R5	R6	Total	Nett	Rank
	Modern	107	Valhalla	Rob Smith	Paul Smith		1.0	2.0	(3.0)	2.0	1.0	1.0	10.0	7.0	1st
	Modern	89	Battlecry	Ben Clothier	Richard Clothier		(3.0)	1.0	1.0	1.0	3.0	2.0	11.0	8.0	2nd
	Modern	94	Wildcat 2	Andy Ash Vie	Cathy Ash Vie		2.0	3.0	2.0	(4.0)	2.0	3.0	16.0	12.0	3rd
	Modern	93	Shadow	Rob Gray	Graham Bailly		(5.0 DNC)	5.0 DNC	4.0	3.0	4.0	5.0 DNC	26.0	21.0	4th

Sailwave Scoring Software 2.5.1  
[www.sailwave.com](http://www.sailwave.com)[www.mysailclub.org](http://www.mysailclub.org)  
[Webmaster@mysailclub.org](mailto:Webmaster@mysailclub.org)

## Reports from Canada

The 2012 Sailing Season for Team 6mR Vancouver and the Pacific Northwest fleet was rich with participation and success. Among the highlights was the return of CA VA (KC 12) to racing in English Bay, 1st and 2nd place finishes at the European Championships, plus a team of young sailors from Vancouver travel to Helsinki for the Queen Christina Nations Cup.

2012 was the most active season of 6 meter sailing that Vancouver has seen in many years. The number of sailors enthusiastic about this class of racing has grown significantly, as the presence of the fleet has become more significant - both on and off the water.

SASKIA (KC 19) and the recently restored CA VA (KC 12) both made regular appearances at the Royal Vancouver Yacht Club's weekly Wednesday Night Racing series. Wednesday Night Racing is an opportunity for sailors to gather mid-week for casual around-the-cans racing, followed by drinks and dinner on the patio as the sun sets. For the first time in many years, two 6-meters raced nearly every week, mixing it up with a variety of other boats of different designs and eras. As many sailors in Vancouver are un-familiar with these

timeless classics, it was a good opportunity to showcase the class and bring attention to the local fleet. It was also an opportunity to rotate crew-members and invite some younger sailors from RVYC's junior sailing program, to discover classic yacht racing.

In August, two teams from the Pacific Northwest traveled to Nynäshamn, Sweden, to compete in the 2012 European Championships. The boats attending were the 2009 World Champion GALLANT (KC 10), and the 1948/1952 Olympic gold medal-winning LLANORIA (US 83). Having both raced in Helsinki for the worlds in 2011, it was great to have these historic meter boats back racing in the Baltic for a second year in a row.

With Ross MacDonald at the helm of GALLANT, and his former Star-class Olympic crew Eric Jespersen at the tiller of LLANORIA, it made for some great competition on the water. GALLANT finished the week in first place, with LLANORIA in second. Other North American boats finished strong as well, with LUCIE (US 55) in 5th, FLAPPER (NOR 71) in 7th and OSLO (NOR 17) in 17th. LUCIE, complete with wooden

mast, also won the special "Rule 2" trophy for classics built to the 2nd 6 meter rule (1920-1933). The teams look forward to racing in Europe again next year, for the World Championship in Flensburg.

The Pacific Northwest teams were racing Wednesday nights and traveling to Washington State for both Sailing World's N.O.O.D. Regatta, as well as the Lipton Cup in Port Madison, Bainbridge Island. In August, Port Ludlow became the venue for the 6 Meter North American Championships. The event was well organized and executed by the Puget Sound 6-Meter Association. Special thanks to Adam Henley and everyone in Washington for arranging a very successful and enjoyable weekend for all.

Straddling the months of August and September, Helsinki played host to the annual Queen Christina Nations Cup. One of the unique events in the 6-meter world, the QCNC is a special inter-nation event designed to bring 6-meter enthusiasts together from around the world. Given that our boats are big and expensive to ship, the concept behind this event is to bring the sailors to the boats. Over the course of 3 days, each nation-team is given the opportunity to sail a variety of boats from the host-nation's fleet. Evenings are spent dining in private homes and club facilities, making the event extremely personal and intimate. Many friendships have developed from the QCNC, and all that attend look forward to coming back the following year. If your country's fleet has not yet participated in the QCNC, be sure to put a team together for next year. You will not be disappointed!

This year's QCNC in Finland lived up to all the expectations. Team Canada, Team Switzerland and Team Great-Britain all had the opportunity to sail MARIANNE (FIN 52), MAYBE IV (FIN 53) and MAYBE VI (FIN 51) at least twice during the event. 3 Days of racing resulted in a total of 1 distance race and 5 challenging buoy races. Day 1 was a beautiful day in the Finnish Archipelago, with light breeze and clear sunny skies. A distance race from HSS in Helsinki to the ESF club in Espoo was a perfect introduction to the Finnish sailing culture. Days 2 and 3 saw the other side of Finnish sailing culture. Breaking seas and 20-30 knots were on order, producing exciting, challenging racing conditions. The 3 teams battled hard, with Team Canada and Team Great Britain tied for first going into the last race. In the end, Great Britain won the event. A great effort from all involved and a well deserved victory for Great Britain. Thanks again to the entire Finnish sailing community and the 6-meter fleet for hosting us and putting on a very memorable event.

To see these classics still active and relevant, sailed in a mix of modern high-performance sailboats, is truly inspiring for all involved. Traveling to regattas around the region of the Pacific Northwest, and seeing the excitement on people's faces when you tell them you sail on a six, reminds us all of why we put in the effort and hard work to keep this fleet going. We should all cherish the opportunity we've been given to be part of this great class of boats. Here's to another great season of racing in 2013.

(Tristan Schön)

See more pictures under these sites:

<https://picasaweb.google.com/118441326212453824463/20126mRQueenChristinaNationsCup#>

<https://picasaweb.google.com/118441326212453824463/20126Meter-NorthAmericans>

<https://picasaweb.google.com/118441326212453824463/CAVAFirstSail>

<https://picasaweb.google.com/118441326212453824463/NOODRegatta2012>

## **International 6 Meters at Seattle NOOD 2012**

The 6 meter season in the Puget Sound got off to a great start, with 6 boats competing at Sailing World's 2012 Sperry Top-Sider NOOD Regatta.

6 boats competed in Seattle this year for the Annual NOOD Regatta Series. Multiple fleets, including dinghies and keel boats, competed over the course of 3 days on the waters of Puget Sound. Staged at the Corinthian Yacht Club, this event is a major regional event, with sailors traveling from far and wide to compete. A fantastic hospitality tent was set up for dinner, drinks and music after the racing ended each day. Shilshole Bay Marina has plenty of dock space and dry-launch facilities - a perfect venue for a regatta of this size. The 6 meters present included: FINNEGAN (US 123), SOCKEYE (US 119), MAYBE VII (US 87), GOOSE (US 81), FOKUS3 (US 90) and PACEMAKER (US 123).

The 3 day event allowed for 9 starts, giving the boats and crews plenty of opportunity to sail hard against one another

Place	Boat	Sail	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1st	Finnegan	USA 123	Andy Parker	1	1	2	1	1	3	1	4	1	15
2nd	Pacemaker	USA 126	Adam Henley	2	3	1	5	3	4	4	1	3	26
3rd	Fokus3	US 90	Jim Metteer	3	2	3	4	5	1	2	2	4	26
4th	Sockeye	USA 119	Rainer Muller	6.0 DNF	6.0 DNC	6.0 DNC	3	2	2	3	3	2	33
5th	Goose	US 81	Peter Hofmann	4	4	4	2	4	5	5	5	5	38
6th	May Be VII	US 87	Jonathan Davis	5	5	5	6.0 DNC	6.0 DNF	6	6	6	6	51



Sperry NOOD

Boats





## 2012 6mR North American Championships

Team CA VA

Team 6mR Vancouver had a fantastic and successful weekend in Port Ludlow Washington this past weekend, for

the 2012 6 Meter North American Championships.

Both CA VA (KC 12) and SASKIA II (KC 19) were well raced in a competitive fleet of both classic and modern 6-

meters from the Pacific Northwest. A mix of sailors from Washington and British Columbia helped crew the boats.

Team CA VA (KC 12): Brian Woodward, Barry Van Leeuwen, Don Martin (sitting), Tristan Schön and Jamie Oliver.

Team SASKIA II (KC 19): Chris Tutmark, Teesa Glass, Michele Rogalin (cockpit), Steve White and Rainer Müller.



Team SASKIA II

## Reports from Finland

### International Six Metre Finnish Fleet Season 2012 Report

Season 2012 for the Finnish 6mR fleet was clearly weaker than the previous season. Perhaps the Finnish Six Meter sailors were still suffering from "hangover" after last year's Helsinki World Cup when preparing for the own races took the time and energy of all the teams. This can be seen in that where there were some 20 boats at the starting line in each ranking race last year, only 16 boats (in the Finnish Championship Race) were there in the current year, at the best. Maybe this is the reason why the results of this year brought up new boats and crews.

There were the traditional six ranking races during the season, starting from the RRegatta organized by Esbo Segelförening (ESF) in June and ending with the Mus-to Classic organized by Brändö Seglare (BS) in August. The organization of all regattas was excellent and we wish to thank all the persons and sailing clubs who made this happen.

The Finnish championships organized by Helsingfors Segelklubb (HSK) were held in Helsinki. Like last

year, the Finnish championship was won by Sara af Hangö, owned by Kenneth Varsanpää and skippered by Henrik Tenström.

Some Finnish Sixes had also made it to the Six Metre European Championship 2012 in July in Nynäshamn. We should further try and activate sailing cooperation in the Baltic Sea basin, especially as the Finnish 6mR fleet is now one of the biggest fleets. This would benefit others, too.

QCNC was once again held in Espoo in ESF. Please find below Erik Lähteenmäki's separate report thereon.

During the current year, new restored boats could be seen in the races. One of these was Arneta (FIN-17), which is the fourth Six Meter boat from 1936 of Henrik Ramsay (1886–1951), one of the best-known Finnish Six Meter sailors.

This year, there were fewer boats in the ranking races than during the previous year. It seems that some of the boats did not even get in the water during the season. The ranking race series was perhaps surprisingly won by ARA (FIN-72), owned by Kari Malmström and his son Jani Malmström and skippered by Agu Tomingas. The ten best in ranking results of the season 2012 were the following:

- 1. FIN-72 Ara ..... 43
- 2. FIN-51 May Be VI ..... 39
- 3. FIN-12 Fridolin ..... 37
- 4. FIN-36 Joy ..... 35
- 5. FIN-49 Sara Af Hangö ..... 33
- 6. FIN-30 Raili ..... 26
- 7. FIN-44 Toy ..... 26
- 8. FIN-38 Mariana ..... 25
- 9. FIN-52 Marianne ..... 25
- 10. FIN-21 Klara Stjärna..... 24

The Finns did not generally succeed well in the London Olympics. But the sailors saved the Olympic team – all medals were won in sailing. This will probably further enhance the enthusiasm for sailing in Finland. All in all, the 6mR fleet and sailing in general seem to be doing fine in Finland.

Ismo Hentula

P.S. Picture show relating to this article available at: [www.sailpix.fi/basil](http://www.sailpix.fi/basil) (finsma2012)

## 2012 Queen Christina Nations Cup - The Boats

The Queen Christina Nations Cup is one of the most unique events in the sailing world.

A host nation (typically the last year's winner) invites a number of other countries to assemble teams of 4 sailors each, travel to the venue, then race boats from the host nation's local fleet. The result is the building of community and friendship amongst a historic fleet of boats spread out around the globe.

Sailors are given the opportunity to sail a variety of 6-meter yachts, meet fellow enthusiasts from around the world and experience the hospitality and good company of the hosting nation.

This year Finland will host teams from England, Canada, Switzerland and Sweden. A team of young Canadians has been put together to represent the Pacific Northwest fleet in Europe, showcasing just how much enthusiasm there is for the 6-meter class on the West Coast.

An impressive list of boats have been made available to the teams, which will be sailed round-robin style over 3 days. The venue is the picturesque Archipelago of Helsinki and surrounding waters. Here are the boats and their details:

FIN 53 MAY BE IV (FIN 53)



FIN 51 MAY BE VI



FIN 38 Mariana



FIN 60

## Queen Christina Nations Cup 2012 in Finland

It was already eight years since Finland had organized the traditional Queen Christina Nations Cup. With the victory in the previous year in Switzerland it was quite an easy decision for the Finnish 6mR Association with chairman Eero Lehtinen, to take charge for organizing the event in Finland in 2012. You must remember that Eero was leading the Finnish team to the great victory in Switzerland also with a bit luck to get Voodoo with Ruth for the crucial medal race.

Organizing such an event has a lot of moving parts and even if you start the preparations well in advance it always gets a bit busy at the end. It seemed to be the same thing in some of the countries who planned to attend as well, but after all we got a British team with strong roots in Germany, the Swiss team with our good friends from the previous year and then good overseas seamanship in the form of the Canadian team, with some members who had fallen in love with Helsinki the year before at the 6mR World Cup.

The first race was about sailing the boats from HSS sailing club in Helsinki to the ESF sailing club in the neighbour city Espoo through the beautiful archipelago on the Finnish South coast. Until noon the wind was too light for organizing a start, but in the afternoon four sixes started the race towards Espoo. The 6mR yachts sailed were: FIN-51 "May Be VI" built 1946, FIN-52 "Marianne" built 1934 and FIN-53 "May Be IV" built 1936 all designed by Swedish Tore Holm, who has designed more than 50 Six Metres. The fourth yacht "Mariana" was sailed by Finns in the archipelago race only to add some challenge to the fleet race even if it was not attending officially.

After the race the ESF pavillion restaurant served us some traditional Finnish salmon soup with Keisari beer. Later in the evening the teams moved walking through the forest to the summer mansion of Martina and Henrik Andersin to enjoy their hospitality in the form of Finnish sauna, cold beer and a great, in size and taste, paella prepared by the master himself, Henrik.

The location of the event, ESF sailing club, on an island outside of Espoo made the logistics and accommodation a bit challenging. The Canada team stayed at the HSS sailing club guesthouse in Helsinki and enjoyed many nice boatrides in different boats and weather conditions between Espoo and Helsinki. The British team stayed at Andersin's guest house and the Swiss team quite near ESF at Lauri Tukiainen's guest house also on an island in Espoo.

Breakfast was every morning at the ESF restaurant. The teams were moved with RIB's from one location to another and sometimes this happened in the middle of the night in terrible conditions. I guess after all, the guest sailors were of that caliber, that even if they would have been put in a washing machine centrifuge they would have come out smiling and enjoying the nature near conditions that we were able to offer during the event.

Friday, the second race day, included three windward/leeward races in quite good weather conditions. The sun was shining and the wind between 8-10 m/s, even a bit more in the afternoon, kept the crews busy. After the first race the teams enjoyed a lunch at the ESF clubhouse. All teams were changing boats between the starts, to get familiar with the differences in the layout and behaviour of the yachts and of course to have equal chances to win the desired Cup. During the day the wind had built up big waves so in the afternoon the sailing was in "Grosse Wellen", as stated by one of the members in the Swiss team. After the second day the final result was still open.

On Friday night the teams were brought to a small former fishermen's house on an island westwards from the ESF sailing club. During the night the teams were having good discussions in a cozy atmosphere and also enjoying sauna and swimming in the separate sauna building at the waterside for many hours. The delicious dinner was prepared by a Finnish Six Metre Association member, Pekka Suorsa, who is a boatbuilder, but also a professional chef.

On Saturday morning the teams were again sharp prepared for the two final races. The wind was blowing all night so the waves were big already in the morning. Unfortunately a low pressure area which had arrived the night before was still there and caused occasional showers during the final race day lasting long to the night. Anyhow the both races went well and in defiance of the tough weather the teams even seemed to enjoy the hardcore sailing. Maybe this was after people had got familiar with the yachts the day before and could rely on them in any conditions. The winner of the event was determined first in the final race, which was won by the British team with even performance through the whole weekend.

After some celebration drinks with the winning team at the pier and in the yachts the teams had again the opportunity to enjoy sauna and some refreshments before the prize giving dinner. And finally after the biggest dinner so far during the event the gorgeous cup was handed over by organizing committee member Erik Lähteenmäki to the winning Britain team helmsman Christian Teichmann. After prize handover it was filled with suitable liquids and the winning team was making cheers with all organizers and competing teams. Later in the Saturday evening the teams gathered in Helsinki downtown pub to enjoy the Helsinki nightlife. It was not raining any more.

Erik Lähteenmäki

P.S. Picture show from the event available at: [www.sailpix.fi/qcnc12](http://www.sailpix.fi/qcnc12)

## Reports from USA

### 2012 Sir Thomas Lipton Cup Results June 23 - 24

The Sir Thomas Lipton Cup is one of the oldest, and certainly among the largest at the Seattle Yacht Club. While visiting Seattle in 1911 Sir Thomas Lipton was so impressed with the physical beauty of the area, the hospitality of his hosts and what he saw as perfect sailing waters, that he promised to commemorate his visit by donating a perpetual challenge cup to the Seattle Yacht Club. Upon his return to London, Sir Thomas commissioned the cup, which arrived in 1913 and was first contested in 1914 by the "R" boats "Sir Tom" of Seattle YC and "Turenga" of Royal Vancouver YC, Canada. With the demise of the "R" class, the Lipton Cup became the main trophy for the International 6 Metre Class in the Northwest post WWII. Winners of the Cup, including boat name, skipper, and crew, have been inscribed on the Cup or on small plaques encircling the base, for the past 98 years. The 2012 Lipton Cup was sailed out of the Port Madison Yacht Club June 23 - 24, 2012. The morning forecast was for light winds, which would die later in the day and many boats left their heavy weather sails and equipment at the dock. Soon

after leaving the inner harbor the true weather for the day set in - 20+ knots and driving rain for much of the day. Much damaged equipment, including a dismasting on US 72 Lulu, plus several trips back the dock for several boats ensued. Difficult conditions and visibility made for a challenging day on the race course. The Goose crew ended the day in the lead and everyone was glad to survive. As soon as the racing ended, the skies cleared, the sun came out and everyone enjoyed a nice evening at the Summer Solstice Dinner at PMYC. The second day could hardly have been more different. Mild temperatures and 8-10 knots with smooth conditions for the final 2 races sealed the event with Eric Jespersen sailing Peter Hofmann's US 81 Goose to his 4th Sir Thomas Lipton Cup victory. Special thanks to father and son race committee, Dan & Pat Taylor, and to Andy Parker for arranging awards for the event.

Boat	Sail	Skipper	1	2	3	4	5	6	pts	place
Goose	US 81	Eric Jespersen	1	1	1	2	3	3	11	1
Frenzy	USA 107	Rodger Phillips	3	2	3	1	2	1	12	2
Finnegan	USA 123	Andy Parker	2	3	2	3	4	5	19	3
Fokus3	US 90	Jim Metteer	5	4	4	4	1	2	20	4
Hanko	US 96	Ron Keys	7	6	5	5	7	4	34	5
Pacemaker	USA 126	Adam Henley	9	5	7	6	5	6	38	6
May Be VII	US 87	Joth Davis	6	9	6	7	6	7	41	7
Lulu	US 72	Craig Downey	4	8	DNF	DNS	DNS	DNS	48	8
Sockeye	USA 119	Dave Linger	8	7	8	DNS	DNS	DNS	50	9



All photos ©Dana Olsen



USA TLC 1



Eric wins in Goose



Finn mark 4



Lulu dismantled



Frenzy



Hanko



**DETROIT CLASSIC BOAT REGATTA**  
SATURDAY, JUNE 16, 2012

The inaugural Detroit Classic Boat Regatta was sailed on Saturday, June 16, 2012 on Lake St Clair. There were 5 six meters in attendance, among a larger group of boats, all Classics. It was the first regatta of the season for the Port Huron Fleet, who were reunited with Enterprise, ex. Vinnia, at her new home in Detroit. Plans are in the works for next year!

Boat	Sail	Skipper	Race 1	Race 2	Race 3	Place Overall
Ondine	US 94	Jim Kinney	.75	.75	4	1
Bo-Ve	US 69	Gerry Conger	2	3	.75	2
Why Not	US 99	Phil Conger	3	4	2	3
Enterprise	US 91	Jeff Desandre	4	2	5	4
Do Do	US 89	Jim Butlin	dnf	5	3	5



enterprise\_dodo

Ondine



## 2012 North American Championships August 25- 26, Port Ludlow, WA.



Boat	Skipper	1	2	3	4	5	6	Total	NA Championships	Olin Stephens Classic	US Nationals
US 81 Goose	Eric Jespersen	1	1	2	2	4	1	11	1	1	-
USA 100 St Francis V	Hank Thayer	2	2	3	1	1	6	15	2	-	1
KC 12 Ca Va	Don Martin	3	3	7	4	3	4	24	3	2	-
USA 107 Frenzy	Rodger Phillips	4	4	6	3	6	2	25	4	-	2
USA 119 Sockeye	Andy Parker	5	5	8	5	7	3	33	5	-	3
US 90 Fokus 3	Jim Metteer	7	9	1	9	9	5	40	6	3	4
US 73 Saga	Kimo Mackey	8	6	4	6	8	9	41	7	4	5
KC 19 Saskia II	Chris Tutmark	10	10	5	8	2	7	42	8	5	6
USA 126 Pacemaker	Adam Henley	6	11	11	11	5	8	52	9	-	7
US 87 Maybe VII	Joth Davis	9	7	9	7	DNF	11	55	10	6	8
US 96 Hanko III	Ron Keys	11	8	10	10	10	10	59	11	7	9



On Saturday morning the conditions were looking light, but an 8 - 10 knot breeze rolled in from the North, built to 12 knots and tapered later in the day after 4 races. A wonderful banquet followed on the perfect late summer evening. Sunday's conditions were similar and allowed 2 more races for Eric Jespersen and the crew of US 81 Goose to take the overall championships and the Bill Gooderham Canadian American trophy, as well as the Olin J Stephens II Classic 6 Metre North Americans trophy. The rules in the US Nationals Deed of Gift stipulate that in order to win the US Nationals, the helmsperson must be from the United States, thus Hank Thayer and his crew on USA 100 St Francis V won this trophy originally presented to the Class jointly by the Puget Sound 6 Meter Association and Michelob Beer prior to the 1979 World Cup in Seattle.

All attendees appreciated the stellar rebuilds of both US 73 Saga and KC 12 Ca Va and were pleased to welcome back both of these long-time members of the Pacific Northwest 6 Metre community into the active racing fleet. Of special interest was the attendance on the Saga

of Eldon Trimmingham of Bermuda, whose grandfather first owned the boat. A beautiful weekend on idyllic Port Ludlow - a first regatta in this venue for the Puget Sound Six Meter Association. The perfect and lovely conditions, combined with the warm hospitality of the host marina and the Inn at Port Ludlow promises that the fleet will return for future events. Our thanks to Port Ludlow, the race organizers, Adam Henley and Jim Metteer, and to the Race Committee skills of Dave Lynch and Dan Taylor of the PMYC and Dan Darrow of the PLYC.

(Matt Cockburn)

1024



Cava\_frenzy



Goose



## 6 mR LUCIE – US55 – 2012 Season

LUCIE – a 1931 Clinton Crane rule II vessel – started its 2012 season long before the first sun rays of spring hit the frosty ground: After a very successful campaign in Helsinki in the summer 2011 with the boat freshly out of the restoration shed we faced a long list of changes, improvements and repairs over the winter.

The focus was primarily on speed and rigging and after a 3D scan of the boat it turned out that a simple fairing of the boat would not be enough to boost her speed. The rudder unfortunately had warped badly and the only logical remedy was the design and construction of a new rudder. As LUCIE “lives” on her own trailer when out of the water we wanted a design for the new rudder that would allow to take the blade off without lifting the boat of the trailer. The design parameters also called for construction that would be immune to any warping. Without going too deep into the design elements in this article a new rudder was designed and built at Baltic Boat Works in Newport – the rudder essentially features four lifts of Maranti plywood with seven G10 lined removable stainless steel drifts and access pockets which allow the blade to be removed from the rudder stock. The whole blade is glassed over, the access pockets are capped with G10 plates and the trailing edge is supported by a G10 inlay. Feedback from the crew after the first sea trials were excellent.

As some of you recall LUCIE had a very close call in Helsinki when her jib halyard sheave box ripped out of the wooden mast during the first race. It got temporarily fixed in Helsinki (in a miraculous overnight stunt) but certainly created the need to review the issue before the 2012 season. It soon became clear that all halyard sheave boxes needed work, some of them got an all new design, but all of them received thru bolted sheaves set in G10 bushings to prevent pulling thru the grain.

Further improvements were made to the mast step to allow some tuning and the mast partner, which now allows faster adjustment of the partners to the sailing conditions.

In early May LUCIE was launched in Narragansett Bay for some tuning sails in preparation for the European Championship in Sweden. LUCIE was joined by FLAPPER who would become her travel companion to Sweden. Over the course of three weeks several smaller changes were made, last adjustments to the sails were introduced and the crew got some training in before we hauled LUCIE again, packed her up and send her on the long journey to Nynashamn, south of Stockholm, Sweden.

LUCIE and FLAPPER traveled from Newport/Bristol to New York on their trailers, from there by ocean vessel to Gothenburg on the Swedish West Coast, then onto a flat bed trailer and across Sweden to Nynashamn, some 30 miles south of Stockholm. Nynashamn was the location of all sailing competitions of the 1912 Olympics in Stockholm, so this little town celebrated the centennial of this event by hosting a long string of Championships for all sorts of sailing classes – and in late July it was time for one week of 6 Metre sailing! Close to 30 entries were listed for the 6 Metre European Championship of which 18 boats competed in the classic division.

The local Yacht Club (Nynashamn Segelsällskap / Nynashamn Yacht Club) did an outstanding job of accommodating the whole fleet, many volunteers were at hand at all times to support the fleet and all its crew. They ran an absolutely flawless regatta and provided perfect conditions for a professional regatta event.

LUCIE used the first two days for training, tuning, and to get everything adapted to the local Swedish waters, many tacks and jibes over two days, followed at night with adaptations to hardware and sails.

28 boats (10 modern, 18 classics) were ready on Monday morning to get the regatta underway – and got AP’ed with winds beyond 25 kt in the various course areas. But on Tuesday the racing finally started and LUCIE was right in the mix, finishing in the upper half of the field. As the Championship continued over the next three days LUCIE got more and more into her groove and was always seen in the top third of the classic division – not that big of a deal until the boats are back at the yacht club and one realizes that LUCIE is a pure Rule II boat sailing in a fleet of mostly Rule III classics. So - no self tailing winches, no cam cleats, a beautiful wooden spar and Dacron sails... This also made LUCIE very easy to spot on the starting line: look at the first boats over the line and find the one boat with white Dacron sails – and you got LUCIE.

So after seven races over three days of the European Championship LUCIE finished in a very respectable (and respected) 5th place overall, only beaten by a few rule III boats and followed for several places by rule III boats. Team LUCIE certainly was happy with the result and the boat was awarded the August Ringvold Memorial Trophy, a trophy that dates back to the year 1908 and is awarded in the spirit of Mr. August Ringvold, who himself was an immensely competitive Six Metre yachting helmsman in his days. The August Ringvold Memorial Trophy is owned by the Royal Norwegian Yacht Club and is presented to the 6mR yacht that carries a valid measurement certificate, designed and built

in accordance with the 1st (1907-1919) (Rule 1) or 2nd (1919-1933) (Rule 2) International Rule and that accumulates the highest aggregate score among such yachts in the Six Metre European Championships.

And so went the awards dinner: everybody on Team Lucie had such a good time in Sweden that the decision was made to do this again and participate in the 6 Metre World Championship 2013 in Flensburg, Germany! But first LUCIE had to go back home to the US, again a long haul across Sweden, another Ocean crossing on a ro-ro ship to New York and then back up to Newport.

Two days after LUCIE was released from customs she was floating again in Newport – just in time to make it to the starting line of the PANERAI Museum of Yachting Newport Classic regatta! Another two days of racing and LUCIE won the 6 Metre division of the MoY Newport Classic regatta – what a homecoming... (Note results below. Belle is a Luders 24 and Destiny is a Sparkman Stephen’s “Cruising 6mR”)

(Thomas Rodes)



August Ringvold Trophy



### Class White - 6 Metre Overall

Position	Class Flag	First Name	Last Name	Sail Number	Boat Name	Rating	Race 1	Race 2	Total	Position
1	White	Jamie	Hilton	US 55	Lucie	32.5	2	1	3	1
2	White	Lars	Guck	N 17	Flapper	32.5	1	2	3	2
3	White	Joe	Loughborough	L2	Belle	35	3	3	6	3
4	White	Thomas	Fair	US 21	Madcap	30	4	4	8	4
5	White	Molly	Savard	US 53	Cherokee	32.5	6	5	11	5
6	White	Ian	McColough	US 618	Destiny	30	5	6	11	6

this writing in mid October LUCIE is still in the water with the crew focusing on preparing the boat for the Worlds next year in Germany – hardware adjustments, changes to some running rigging and a new main sail all need to be implemented and tested. But the list of winter projects is fairly short and when LUCIE finally

gets into the shop for the off season it should be an easy winter hiatus – the LUCIE crew however is already looking forward to Germany in 2013.

Jens Lange

Baltic Boat Works

## Reports from France

It's great to read, that SNT and Union Française des 6m JI are again ready for a British & French Open Championship in 2013.





## 2013 BRITISH & FRENCH OPEN CHAMPIONSHIP

### PRELIMINARY NOTICE OF RACE

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 2013 British & French Open Championship ( hereafter designated as the "Championship").

#### 1. RULES

The regatta will be governed by:

- the ISAF Racing Rules of Sailing 2013/2016 (RRS),
- the ISMA Class Rule,
- the FFVoile prescriptions to be defined in the Notice of race to rules 60, 64.3, 68, 70.4, 78.1 and 90 (Attached in appendix)
- the Final Notice of Race, except to the extent that it be amended by the Sailing Instructions,
- 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 Jury shall prevail.)

#### 2. ADVERTISING

According to 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
- whilst moored, all boats shall fly the regatta logo flag on their forestay. A sponsor's pennant is to be flown on the backstay at all times.
- Ashore,boats may be required to display the advertising chosen and supplied by the organizing authority.

#### 3. ELIGIBILITY AND ENTRIES

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

All entrants shall have paid their 2013 membership dues to their ISMA affiliate national association or, for those entrants whose home port is outside the countries of the ISMA affiliate national associations, directly to ISMA.

- Yachts may enter by completing the Official Entry Form and paying the Entry Fee of 250 € to SNT.

- Costs for lifting in and out, including mast stepping and unstepping, lorry parking and tender place will amount to 180 \$ per boat. Boats and lorries will benefit from free pontoon and parking for the period of May 25 th to June 9 th 2013.
- Completed Entry Form and Entry fee shall be received by SNT no later than May 10th, 2013.
- The entry fee is non-refundable.
- Each entrant shall provide at the time of Registration:
  - a. for each French crew member, a valid FFV racing license, with a medical stamp
  - b. the Measurement Certificate and Measurement Form of the Yacht,
  - c. parental authorization for minors,
  - d. a crew list of a maximum of 6 persons. Substitution of crew members within this list shall only be allowed in special cases, and subject to the approval of the International Jury,

#### 4 PROGRAMME AND RACE SCHEDULE RACES

##### 4.1 Racing programme

Saturday June 1 <sup>st</sup>	Registration and lifting in 09.00 - 12.00 and 14.00 - 17.30 hrs
Sunday June 2 <sup>nd</sup>	Registration & lifting in: 09.00 - 12.00 hrs Tune up races in the afternoon Opening Ceremony: 19.00 hrs
Monday June 3 <sup>rd</sup>	First warning signal at 10.30 hrs
Tuesday June 4 <sup>th</sup>	First warning signal at 10.30 hrs
Wednesday June 5 <sup>th</sup>	First warning signal at 10.30 hrs
Thursday June 6 <sup>th</sup>	First warning signal at 10.30 hrs Lifting out 16.00 - 17.30 hrs Prize giving ceremony at 19.00 hrs
Friday June 7 <sup>th</sup>	Final lifting out 09.00 - 12.00 and 14.00 - 17.30 hrs

##### Notes

- There will be no warning signal later than 17.00 hrs
- 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 5 races;
- The schedule and times mentioned above may be changed by the Organising Authority in the Sailing Instructions.

##### 4.2 Social events

A programme will be published later on.

#### 5. CLASS

The Championship shall be sailed in 2 classes:

Moderns

Classics



With 2 different scores. There will be 1 start. If the total number of entrants exceeds 20, the Race Committee may decide to have two starts, one for the Modern followed up by one for the Classics.

#### **6. COURSES**

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

#### **7. ALTERNATIVE PENALTIES**

RRS 44.3 Scoring Penalty will apply. The penalty in 44.3 will be ONE place worse than the finishing place.

#### **8. PROTESTS & APPEALS**

The Jury's decisions shall be final and not subject to appeal (RRS 70.4).

#### **9. SCORING**

The Championship shall be valid if 5 (five) races are sailed.

If more than:

- 10 races are sailed, the two worst results will be discarded;
- 5 races and less than 8 races are sailed; the worst result will be discarded.

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

#### **10. COMPETITOR SUPPORT VESSELS**

Tenders, weather boats, and support vessels will be permitted within the race course during racing. Regulations concerning the conduct of those boats will be indicated in the Sailing Instructions.

#### **11. SAILING INSTRUCTIONS**

Sailing Instructions will be available at registration.

#### **12. PRIZES**

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

#### **13. RESPONSIBILITIES**

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.

#### **14. MEASUREMENT**

All competing boats must conform to the Class Rule.

#### **15. DIVING EQUIPMENT AND PLASTIC POOLS**

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

#### **16. 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.

#### **17. INSURANCE**

Each 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.

#### **18. BERTHING**

Boats will at the pontoon in the harbour of La Trinité.

#### **19. ACCOMMODATION**

Competitors should make their own accommodation.  
Early booking is recommended.

#### **20 FURTHER INFORMATION**

Societe Nautique de la Trinité-sur-mer

BP 19 - 56470 LA TRINITE/MER

Chairman : Jean-Philippe HOLAS

General Secretary: Bernard BODIN

Race secretary: Françoise LE ROUX

Mail: [flr@snt-voile.org](mailto:flr@snt-voile.org) Site Internet: [www.snt-voile.org](http://www.snt-voile.org)

Tel 00 33 (0)2 97 55 73 48 - Fax 00 33 (0)2 97 55 85 78

Tourism Office: Tel 00 33 (0) 97 55 72 21 - Fax 00 33 (0) 2 97 55 78 07

Site Internet : [www.ot-trinite-sur-mer.fr](http://www.ot-trinite-sur-mer.fr) Mail: [tourisme@ot-trinite-sur-mer.fr](mailto:tourisme@ot-trinite-sur-mer.fr)

Harbour master: Tel 00 33 (0)2 97 55 71 49 - Fax 00 33 (0)2 97 55 86 89

Site Internet : [www.baiedequiberon.com](http://www.baiedequiberon.com) Mail: [trinite-sur-mer@sagemor.fr](mailto:trinite-sur-mer@sagemor.fr)

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**2013 BRITISH & FRENCH OPEN CHAMPIONSHIP****APPENDIX 1****Prescriptions of the Federation Française de Voile****RRS 60:**

*FFVoile Prescription:*

*No fee or deposit can be required for lodging a protest, except for some measurement protests [see FFvoile prescription to rule 64.3(d)]*

**RRS 64.3:**

*FFVoile Prescription:*

*The Protest committee may ask the parties to the protest, prior to checking procedures, for a deposit of €150 towards the cost of any re-measurement arising from a measurement protest.*

**RRS 68:**

*FFVoile Prescription:*

*Damages compensation and any other action, arising from damages, not provided in the RRS is the entire competitors' responsibility.*

**RRS 70.4:**

*FFVoile Prescription:*

*In such circumstances, the written approval of the FFVoile shall be received before publishing the Notice of Race and posted on the Official Notice Board during the competition.*

**RRS 78.1:**

*FFVoile Prescription:*

*The boat's owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat comply with equipment and security rules prescribed by the laws, by-laws, and regulations of the Administration.*

**RRS 90:**

*FFVoile Prescription:*

*The appointment of an International jury meeting the requirements of Appendix N or the appointment of any other Jury without appeal is submitted to prior written approval of the FFVoile. Such Notice of approval shall be posted on the Official Notice Board during the event.*



**La Trinité-sur-mer / ENTRY FORM**

**2013 BRITISH & FRENCH OPEN CHAMPIONSHIP**

**(June 1st – 6th 2013)**

**To be returned prior to May 10th 2013 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](mailto:accueil@snt-voile.org) Site: [www.snt-voile.org](http://www.snt-voile.org)

The entry fee is inclusive of VAT and includes:

- berthing on the pontoon for competing yachts from May 25th to June 10th 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 ceremony.
- Entry fee does not include lifting in and out as well as mast stepping which will be paid to the Office harbor directly ( 180 \$).

Name of Yacht : ..... Sail Number : .....

Yacht Designer: .....

Yacht Builder: .....

Building Year: ..... Latest year of major restoration: .....

Modern Yacht:..... Classic Yacht:.....(Please check one)

Owner's Name & Address:.....

.....

Phone Number:..... Mobile.....e-mail.....

Entrant's yacht club: .....

Helmsman: ..... Nationality: .....

Club: .....

1st Crew: ..... Nationality: .....

2ndCrew ..... Nationality:.....

3rd Crew ..... Nationality:.....

4thCrew ..... Nationality:.....

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

6th Crew ..... Nationality:.....

Numbers attending, including guests (for planning only) .....

Copy of valid Six Metre certificate: Enclosed   
 Not enclosed  (Please check one)

Planning to arrive on.....

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

Inflatable tender: yes  no  (Please check one)

I enclose my entry fee.

**The signatory agrees:**

- To be bound by the Racing Rules of Sailing and by all other rules that govern this event,
- To accept full responsibility for the behavior and dress of the boat's crew and guests,
- The Organizing Authority shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner/competitor, his skipper or crew, as a result of their taking part in the race or races. Moreover, every owner/competitor warrants the suitability of his yacht for the race or races,
- The safety of a yacht and her entire management including insurance shall be the sole responsibility of the owner/competitor who must ensure that the yacht is fully found, thoroughly seaworthy and manned by a crew sufficient in number and experience and physically fit to face bad weather. The owner/competitor must be satisfied as to the soundness of the hull, spars, rigging and all gear. He must ensure that all safety equipment is properly maintained, stowed and in date and that the crew knows where it is kept and how it is to be used,
- Notwithstanding the establishment of these conditions, their use by the race organizers and the inspection of the yacht under these conditions, the absolute responsibility of the owner/competitor remains unlimited. The crew members are nonetheless advised to satisfy themselves as to the experience of the skipper and the adequacy of the safety equipment and insurance arrangements.

Entry Fee :  250.00 €

**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): CCBPFRPP 219

**Dated :** ..... **Signed:**.....

**Owner/Skipper**

**Or payable by credit card (VISA)**

Please debit my credit card  250.00 € (Entry fee)

<input type="checkbox"/>	For credit card N																		
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**Signature :** .....



## Reports from Switzerland

We have been very proud to represent Switzerland with Mecara and Midinette, the two Classic and Nisida and Temptation3 the Modern at the European Championship 2013 in Nynäshamn, Sweden. It may be that their effort hindered us to have good participation at the Swiss events.



Midinette©Gilles Favez



Nisida©Gilles Favez

Mecara©Gilles Favez



## Lake of Geneva

The Coupe Banque Privée Edmond de Rothschild was the main 2012 event on the Lake of Geneva. For the first time this year, we shared this regatta not only with the 8mJl, but also with the 5.5m and some classic yachts.

The very professional organization of the Geneva Société Nautique (SNG), the fantastic support of the Banque Privée Edmond de Rothschild, good wind conditions, everything was perfect and the party was really nice.

Thierry Graf and the team of Duclop were the best Modern and Philippe Durr and his team on Astrée had the best of the Classic game.

### Resultate Coupe Edmond de Rothschild

Coupe Banque Privée Edmond de Rothschild														
Résultats														
PLACE	N°VOILE	NOM DU BATEAU	NOM	GROUPE	CLA	PTS_GRP	PTS_TOT	M_1	M_2	M_3	M_4	M_5	M_6	M_7
1	SUI 214	CARACOLE	HAISSLY	5.5	MOD	8.00	16.00	*8.00(DNF)	2.00			1.00	1.00	2.00
2	SUI 213	PUNGIN	SCHMID	5.5	MOD	19.00	25.00	2.00	*6.00	6.00	2.00	6.00	2.00	1.00
3	SUI 192	SHAI	NORDQUIST	5.5	MOD	21.00	26.00	1.00	1.00	*5.00	5.00	5.00	4.00	5.00
4	SUI 217	TOPAS III	FREI	5.5	MOD	22.00	28.00	4.00	5.00	4.00	*6.00	2.00	3.00	4.00
5	SUI 194	MELLEMI	PRAPOPOULOS	5.5	MOD	22.00	29.00	6.00	3.00	3.00	3.00	4.00	*7.00	3.00
6	SUI 175	BELLAGIOIA III	DE RUTTE	5.5	MOD	28.00	35.00	3.00	*7.00	2.00	4.00	7.00	6.00	6.00
7	SUI 215	RANA	TREIB	5.5	MOD	31.00	39.00	5.00	4.00	7.00	7.00	3.00	5.00	*8.00(DNC)
1	SUI 100	DUCLOP	GRAF	6MJ	MOD	12.00	17.00	*5.00	2.00	1.00	2.00	1.00	3.00	3.00
2	SUI 44	ASTREE	DURR	6MJ	TRAD	13.00	16.00	*3.00	3.00	2.00	1.00	3.00	2.00	2.00
3	SUI 91	IRENE	MINDER	6MJ	MOD	18.00	23.00	4.00	1.00	3.00	*5.00	5.00	4.00	1.00
4	FRA 111	DIX AOUT	HECKLY	6MJ	TRAD	18.00	23.00	1.00	4.00	*5.00	4.00	4.00	1.00	4.00
5	Z 40	KORRIGAN	JANET	6MJ	TRAD	26.00	33.00	2.00	5.00	4.00	3.00	6.00	6.00	*7.00
6	SUI 43	SAGA	ZUMOFFEN FRUTTERO	6MJ	TRAD	32.00	39.00	6.00	6.00	6.00	6.00	2.00	*7.00	6.00
7	KC 10	GALANT	SUHNER	6MJ	TRAD	38.00	49.00	7.00	*11.00(DNF)	7.00	7.00	7.00	5.00	5.00
8	Z 2	VEGA	RAYNAL	6MJ	TRAD	47.00	55.00	*8.00	7.00	8.00	8.00	8.00	8.00	8.00
9	SUI 13	ANTIOPE	BROSSY	6MJ	TRAD	60.00	71.00	*11.00(DNF)	11.00(DNC)	9.00	9.00	9.00	11.00(DNC)	11.00(DNF)
10	SUI 45	MECARA	SCHMIDT	6MJ	TRAD	66.00	77.00	*11.00(DNC)	11.00(DNC)	11.00(DNC)	11.00(DNC)	11.00(DNC)	11.00(DNC)	11.00(DNC)
1	SUI 3	CARRON	MAZZARELLA	8MJ	TRAD	8.00	10.00	1.00	*2.00	2.00	1.00	1.00	1.00	2.00
2	SUI 1	CATINA	MEYER	8MJ	TRAD	9.00	11.00	*2.00	1.00	1.00	2.00	2.00	2.00	1.00
1	Z 7	ENDRICK	DE GORSKI	TRA	TRAD	8.00	10.00	*2.00	2.00	1.00	1.00	1.00	2.00	1.00
2	17	PHOEBUS II	LEUTWYLER	TRA	TRAD	9.00	11.00	1.00	1.00	*2.00	2.00	2.00	1.00	2.00
3	8	TAIFUN	PATRY	TRA	TRAD	18.00	22.00	3.00	3.00	3.00	3.00	3.00	3.00	*4.00(DNC)

The Classic Fleet met twice in Sciez for the Classic de Sciez and for the Midinette Cup.

Bertrand, Gilou and their team are the best hosts one can dream. Superb ambiance, nice wind conditions and great pleasure for all the participants.

Some Classic also participated to the traditional Régate des Vieux Bateaux at La Tour-de-Peilz and the day before to a regatta with the 6.5 class. Here too, we got nice wind conditions. The best 6mJl was Beausobre of the Guex family.

Finally, five Classic (Antiope, Astrée, Beausobre, Korriga and Saga) met in Rolle for a new event organized by the Société Nautique de Rolle with the cooperation of the Lake of Geneva Museum. Good conditions, perfect organization and nice ambiance. Here again, the wind conditions and the party were nice.

## Technics



## Six Metre Technical Notes from Ian Howlett

### Certificates

#### Moderns and Classics

The term “Measurer” as currently employed on Certificates is generally a misnomer, so it may be that some clarification is required. It should surely be identified on any Certificate as to whether such is merely a “Transcription” of a previous Certificate or if a boat has actually been actually measured, weighed and floated by the person identified as being the “Measurer” on the Certificate.

If the named “Measurer” has not actually himself physically measured the boat, then as well as a note being made of this, as many details of the history of its prior measurements should be identified.. ie when and where the numbers came from, who inspected the flotation / weighing and where and how this was done.

Ideally the flotation/weight information would include details of the load cell used to weigh the boat, the SG of the water and a brief description of the wind and water conditions.



Ian Howlett

As ever it should be noted that merely having measurement marks and a Certificate is no guarantee that a boat still rates 6.00m ... to do so the boat still needs to float to its marks .. which as ever is tricky to monitor.

The best simple checks for owners who have any doubts is to weigh the boat and/or accurately check the midship freeboards and the height of those 55% triangles ashore and afloat. Cases have arisen where triangles have been just painted on to match the flotation which is definitely inappropriate.

The check for inflexions in the bow profile at the LWL should perhaps be incorporated in the Certificate (with a space for any required LWL addition to be made) At present the issue is rather hidden in Measurement Instruction M18.



## Classics

The intent of the Classic Flotation Rule (Appendix 25) was that the original flotation marks ( derived from either an old Certificate or lines plan) should be placed on the boat without reference to actual current flotation and that the second 55%LWL triangle would then be simply positioned above the midship flotation triangle.

In the course of restoration it is likely that the resultant hull shape (the sheer in particular) will differ slightly from the original hence the marks will not correlate precisely with the original Certificate. Perhaps the most sensible approach would be to ensure that the rated length (or more simply the LBG of the new L1 marks) has the same value as the original ; hence the allowed midship freeboards would be referenced to such.

Floating to such might be regarded as a Regatta check for important events and this should be made with actual Rulers rather than relying on just the marks.

## Simple Additions to Certificate Format

Classic Certificates should perhaps have extra “boxes” to be completed in which would be noted the actual floated/recorded 55% freeboards (and the SG of the water when such were measured).

This will add considerably to Class data for a long term view of the flotation allowance for Classics ( I understand that Greg Stewart has good data on the same).

## Rules for Classics

The ever increasing standards and pressure of competition in the Classic Fleet will inevitably bring increasing demands on the Rules governing the same, Clear thinking and definition at this stage should minimise the issues/problems which will inevitably arise.

At present Appendage 13 ....The Classic ... is more of a statement of intent and is far from rigorous. In due course it would be sensible to tighten up the wording and incorporate any new points that are required.

The degree of originality of a particular yacht, hence the appropriateness of its being awarded a flotation allowance , should perhaps be addressed.

The object of the 50mm flotation allowance was to include as much of the Fleet as was reasonably possible ( and was based on data from a number of active UK Classic Sixes) hence enable old boats, which had gathered weight (largely in the form of water absorption in their basic structure) to still compete as legal Classic Sixes without having to remove large quantities of lead

(which would unreasonably compromise their performance)

It is clearly most inappropriate for a boat that is genuinely original in structure to be at a significant performance disadvantage relative to a “New Build Replica” or one that may be described as a “Restoration from a Splinter” . If such were the case, and authentic original boats became uncompetitive the very building of replicas might well undermine the value of the existing fleet.

The flotation allowance may of course also provide a degree of performance redress ... see my 2002 notes for ISMA on “Deep Flotation” . Eric Jespersen has made the very interesting suggestion that Replica boats might be obliged to retain the original rig dimensions and position (hence differentiating them from requirements for originals). This is surely an area for careful discussion ....? In the past the ability to hand on sails from the Modern Fleet was thought to be an important way of helping boats being run on a tight budget ....

The Class should perhaps identify on a Classic Certificate (and of course on the Class database) whether or not a boat is allowed the deeper flotation ... and the criterion for such needs definition.

It might be that in due course and in the light of experience , different categories might be identified and permitted different flotation allowances..... but this may well be a very complex aspect to monitor .

Regarding “Replicas” the Class needs to decide (so perhaps draw up guidelines) just how much, or how little information (and the provenance of such) is required to allow the construction of an approved Classic. Likewise a procedure for checking scantling observation at both Design approval and Construction stages ....

Similarly the issues of the Copyright and Royalty for designs due need to have been established to the satisfaction of the ISMA group monitoring such things. The Class presumably would not want to find itself liable for some infringement of such by the approving a clandestine Replica.

There are other issues also . If a replica of the 1939 “Maida 11” or other design with separate rudder were to be constructed, then would she be allowed to sail with the rudder employed in her later life (1950s) ? ..and how would the design of this appendage be validated if no drawings exist?



## Rules for Moderns

### Effecting Rule Changes

In the days of the IYRU in the time of the Chief Measurer Tony Watts (ie prior to his tragically early death in 1988) the procedure for enabling modifications to the Class Rule was as follows.

1. The Technical group would discuss amongst that group and propose any desired changes to ISMA for inclusion on the agenda for the next AGM.
2. At its AGM, ISMA members would discuss and either endorse or reject the suggested changes.
3. The ISMA approved changes would then be proposed for the next IYRU November meeting.
4. The IYRU Keel Boat committee (generally a group of elderly designers!) would consider the proposals and either approve such or reject the same. Rejection was a most rare event in the case of Six Metre proposals.
5. The changes would then be put on one year's notice so that the changes could be properly considered by all and any objections raised... and finally endorsed or rejected in the next year's IYRU annual meeting.
6. Approved changes would then be incorporated in the Class Rule.

Mistakes of course did occur but none gave too much of a problem.

Extraordinarily one IYRU Yearbook contained misinformation about Six Metre batten lengths (Peter Bateman even built a mainsail with such!) and several changes that had gone through the whole process of IYRU approval failed to reach the printed page so fell by the wayside. The reduction of required anchor and warp to sensible sizes is a case in point .....

The most demanding work in my period of involvement with the Technical Committee was the incorporation of the scantlings into the Class Rules. Lloyds Register Yacht Department had changed the very nature of its business by 1987 and checking the plans and construction had become a nuisance to the Register as well as overexpensive to the owners. Likewise keeping yachts "In Class" had become inappropriate

It is most fortunate that the Rule changes were carried out at that time for achieving such today would be most difficult.

We should be aware that the combined experience of our Technical Committee is at a quite different level to that now existing at the ISAF Technical Office... who

probably view it as "just another Class Association".

### Sensible Rule Modifications for the Future

#### Rule 3

This was needlessly modified after the 1970 America's Cup and the launching of the unsuccessful Twelve Metre "Valiant"

There seems no requirement for an L2 girth ... however it is useful to have an L2 mark on the centreline as it defines the slope of the counter, which is helpful for trim/Rating adjustments.

Elimination of paragraph 3 would thus seem to be sensible... as has been long agreed amongst the designers to the Class.

#### Rule 7 Freeboard

The second paragraph of this seems another curious 1970s addition and might be removed. Just where it came from and why is a mystery and it was introduced at a time of minimum activity in the Class.

#### Rule 22

Minimum anchor weight and warp dimensions should become as previously agreed by ISAF and the Class... 10kgs and 30ms of 12mm diameter ?

#### Conclusion

At the Nynashamn AGM I noted that with the current difficulties with ISAF that the Class might be well advised to keep a note of prior (generally long standing) "Interpretations" which might be incorporated into the Official Rule at a later time when opportunity permits such.

One item that should perhaps be noted at this time is ...

#### Rule 33 Exotic Materials

After careful AGM considerations the Class attempted to change this via ISAF a few years ago (see "Draft 2005 Rules") as modern sails, ropes and fittings are technically in conflict with the Rule as it is written. The principal that has been adopted is that so long as the materials for hull, deck, mast and boom correspond to Rule 33, then fittings etc may be constructed of any materials.

In particular, working with Lloyds in 1989(ish) the rudder minimum weight was determined to allow sensible construction in carbon composite if such were desired. It was clear by then that such could be less costly to build and provide a more satisfactory solution than using a metal stock and composite blade - especially for the deep high aspect rudders that were becoming fashionable..

Finally I would like to express my great appreciation to all who have made valuable contributions to our work on the Technical Committee over many years. The Six Metre Class is very special.

Best Wishes and Good Racing in 2013 to all.

Ian Howlett

October 2012 Oxford , England

## Information of interest

„Saga“ is back in the water

From the Mackeys [mailto:subseaprop@q.com]



## **"Nannie", a 1966 Danish built 6 m class**

We just bought "Nannie", a 1966 Danish built 6 m class. She was transported to our harbor at San Bartolomeo in Liguria. (length 12,08)

We still have our first yacht, a 1940 Swedish built 5 m international class, which we would like to sell now. (length 9,36 m). She is also here in Liguria.

Would it be possible to try this also with the help of your site?

Yours

Sandra Beck

Punta Tacuara 150

17053 Laigueglia (SV)



## **ISMA intends to improve management of the Race WC and EC**

Avid reader of ISMA newsletter, I have read that the ISMA wanted to improve management of the Race WC and EC. International Race officer, I had the opportunity to be the Race Committee on major events of 6mJI (WC 2003 - St Tropez, Régates Royales - Cannes), and 8mJI (WC 2004 - Geneva, Régates Royales - Cannes) and 12mJI (Régates Royales - Cannes). There is a little time yet, I was in contact with BASIL CARMODY again to organize 6mJI Regattas in Cannes and Jean Pierre ODERO was my friend and Jacques FAUROUX is too.

Following the advice of Philippe DURR and Guy Rolland Perrin met this weekend to Voiles d'Antibes, I would like to offer my experience to find a solution for your Race management.

I hope my proposal will keep your attention, and remaining available

Best regards.

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## **Race Calendar 2013**

Please check the Race Calendar 2013 in [www.6metre.ch](http://www.6metre.ch)







## Closing words

There was no convincing proposal for a new form of information for our 6mJI at the AGM 2012. That's why you have again in hand an other number of ISMA news that you hopefully enjoy and will remember you to all these excellent races we had in the outgoing year.

You will find the time to prepare your boats for the next season. Beside the North American and Canadien events there are several highlights in Europe. One of them is the British-French Open Championship in La Trinité-sur-Mer from 1st to 7th June 2013, an excellent opportunity to tune up your 6mJI for the World Cup 2013 in Flensburg from 1st to 8th of August 2013.

We are looking for a lot of entries for these venues as to have the opportunity to meet many 6mJI friends.

**Best regards**

**Beat Furrer**

ISMA news editor



### Mitwirkung: Collaboration: Participation:

Tim Russel, Matt Cockburn, Ian Howlett, Thomas Lundqvist, Stefan O'Reilly-Hyland, Reinhard Suhner, Thilo Durach, Phil Crebbin, Gilles Favez, Katrin Storsberg, Bkörn Storsberg, Oliver Berking, Paul Smith, Oliver Berking, Thomas Kuhman, Hans J.Oen, David Roberts, Robin Richardson, Avia Willment, Tristan Schön, Dana Olsen, Ismo Hentula, Erik Lähtenmäki, Thomas Rodes, Jens Lange

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