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**ISMA NEWS**



**International 6mJl Association**

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## Editorial

Weeks ago I got a nice letter from one of the modern owners in Switzerland, who made some reflection about the hype on Classic 6mJI and the loss of interest in the modern class. He proposed to work at the measurement rules, to open the metre formula to new aspects and knowledge of yacht design and material as to bring back modern 6mJI to race.

I think that we must understand that Classic 6mJI are representing yacht design knowledge and building heritage from the very early last century and therefore do really have the right to use the word Classic. They have been designed manually, the lines and shapes thought out by the intuition of their designers and were built by skilled boat builder with archaic tools.

The design of the modern 6mJI felt together with the use of computer programs that permitted to calculate wetted area, displacement and weight distribution in a very short time. The use of tools invented for the calculation of aerofoils and the data collection from tank test gave other new inputs to designers that finally led to the modern type of 6mJI. But we must be clear about the fact, that the modern 6mJI are younger classic boats, too. Most of them have been designed and built in the eighties and have some 30 years on their planks.

Any new way of rule changes should permit to alter the ratio between weight stability and form stability. The 3rd generation of 6mJI would have more width, a lower hull form, a slimmer but deeper keel and less displacement. It happens that other sailors speak about lead transporters, when they see a metre class boat.

Should we really go they way to create a 3rd generation of 6mJI? Who would invest building a 3rd generation 6mJI? We learn from the new 5.5 that 200 to 250'000 Euro is the cost of a new boat. It can be expected that this new 3rd generation 6mJI would be faster than all existing moderns. So we must create a 3rd rule 6mJI. Would we have enough sailors being interested in building new boats to get a fleet big enough to have nice races? It would be much cheaper to buy one of the actual one-design class. What happens with the classic moderns?

All these questions let me propose that we should not go into a new adventure. We must support young sailors to buy the moderns that are available at very low price in the ISMA market place or at least motivate them to take over the still active boats from their actual owners. They are getting older and older every year! That's life!

Modern downwind©Peter Kupferschmied



## Presidents Message

In the last issue we wrote about the results of the Annual General Meetings. The effect is, that none of the discussed and promised activity really came to daylight. We have to thank Tim Street, former ISMA president, that he took the time to write a Classic newsletter.

It's time to think about the 6mJI activities in the coming season. In Europe we have a chance to participate in two main events. First at the French-English Coupe d'Entente in La Trinité sur Mer, France the first week of June and then at the World Cup 2013 in Flensburg/Glücksburg, Germany early August.

Your boats have been maintained over the winter and are now ready to race. The entry forms for the events above are found in [www.snt-voile.org](http://www.snt-voile.org) and [www.fsc.de](http://www.fsc.de). Do send your entry form early, this helps the club to organise the events at the best possible.

The same is for the races in USA and Canada. You will find the links to these regions in [www.6metre.ch](http://www.6metre.ch) link. The Swiss 6mJI Class Championship will be probably integrated in the Coupe Rothschild on Lake of Geneva, with la Société Nautique de Genève, [www.nautique.org](http://www.nautique.org)

For other events have a look at the race calendar.

As to prove that our 6mJI class is still an international class accepted by ISAF we must assure a great number of participants from a wide number of nations. This is finally also to honour the Yacht Clubs organizing the regattas for all of us.

Finally I hope that you will have a nice season with wind to enjoy sailing 6mJI and no failures on the boats or even injury of the crew.

With my very best wishes

Beat Furrer



Classic start©Gilles Favez



## ISMA International Six Metre Association

### Official news

From the ISMA Nomination Committee:

The Committee would like to hear if there are any Nominations for positions available at the ISMA. We will publish our suggestion not later than 30 days before the ISMA AGM in 2013.

We are looking for new candidates for the following posts:

- ISMA Treasurer (Tim Russell has wished to resign at the AGM 2013)
- ISMA Classic Committee Chairman (Oliver Berking has resigned, and Tim Street is now acting Chairman)
- The Nomination Committee wishes to have at least one more member
- Other possible candidates for committees
- We would also welcome any suggestions who could become President in 2014. Beat Furrer is not available for re-election at the AGM 2014.

Please contact Nomination Committee Henrik Andersin and Toby Rodes.

henrik.andersin@evli.com

toby.o.rodes@gmail.com

### KSSS Trophy replaced

A great thank you for Matt Brooks who did not spare any effort to reconstruct the KSSS Trophy!

This trophy was lost after the 2003 World Cup in St Tropez. Matt Brooks persevered and made sure this award now has a trophy again. The trophy has been engraved with all past winners and will be awarded to the highest placing Rule 1 or Rule 2 boat this year at the World Cup in Flensburg and in future World Cups. The cup itself is a vintage Georg Jensen sterling silver .925 bowl attached to a walnut base. A collar embossed with Svenska Segel Sällskapet and the KSSS logo encircles the base of the award, which also has silver plates to record the Year, World Cup venue, yacht name and owner of the winning boat.

Best regards,

Matt



2013 KSSS Trophy Kopie

#### List of KSSS trophy Winners

- 1995 - Sweden - S 12 Contessa, Ricard Siewertz
  - 1997 - Cannes - D 43 Dan - Marina & Luigi Carpenada
  - 1999 - Hanko, Finland – FIN 52 Ali Baba II won the KSSS as the Classic Champion at the World Cup before the Djinn replaced it.
  - 2001 - Cancelled
  - 2003 - St Tropez, France – D 43 Dan – Marina & Luigi Carpenada – first time the trophy was awarded to Rule 1 or 2 winner
  - 2005 - Sandhamn, Sweden – FIN 12 Fridolin – Timo Koljonen\*
  - 2007 - Cowes, Isle of Wight – US 54 Bobkat II – Doug Peterson
  - 2009 - Newport, USA – US 43 Sprig – Greg Stewart
  - 2011 -Helsinki, Finland – US 55 Lucie – Matt Brooks
- \*FIN 12 Fridolin was built in 1930 but has been fitted with at least 3 ballast keels; original lead (confiscated for bullets in WWII), replacement iron, replacement lead. The most current one was cast in 2002. Timo & crew were awarded the accolade of the KSSS on the podium at Sandhamn (since the trophy was missing). Timo later explained that he was confused when it was presented to him and his crew, since it was awarded as the “highest placing old boat, or some such.” Since there was no trophy, Timo forgot about it until later and when asked, he said he preferred to only sail for the general overall awards and had no interest in the KSSS. The highest placing unchanged Rule 2 boat was US 54 Bobkat II – Doug Peterson.

It is totally up to you if you only want to engrave the name of the immediate prior winner, US 43 Sprig – Greg Stewart.

Best regards,

Matt Cockburn



KSSS Trophy Detail

We have discussed not only the insurance of ISMA trophy but also a form for owners/winners of trophy having official responsibility against the ISMA-family for perpetual trophies. Here under is an example of a possible form:

Custodial Acknowledgement for ISMA trophies



**Custodial Acknowledgement  
International Six Metre Association (ISMA) Perpetual Trophy**

**KSSS Perpetual Trophy**

**2011 6m International World Cup Regatta**

The above referenced Perpetual Trophy is awarded to the winning yacht at the above referenced Regatta.

The Perpetual Trophy is to be kept at the premises of the current Champion's Yacht Club, **St. Francis Yacht Club**, and the Champion's Yacht Club is responsible for the Perpetual Trophy's safekeeping and delivery to the location of the next Regatta.

The winning yacht shall be responsible for the prompt delivery of the Perpetual Trophy to the Champion's Yacht Club and obtaining from that yacht club a written acceptance of custody of the Perpetual Trophy. The acceptance of custody of the Perpetual Trophy from the Champion's Yacht Club shall be promptly delivered to the President of the International Six Metre Association, or designate.

The Perpetual Trophy is governed by its Deed of Gift.

The winning yacht's crew of the Perpetual Trophy shall receive a memento plaque or medallion memorializing the winning of the Perpetual Trophy, which they may keep.

**Receipt of Award & Delivery**

Winning Yacht: **LUCIE US 55**

Owner / Skipper: **Matt Brooks** Date: 8/2011

**Champion's Yacht Club Custodial Acknowledgement**

The Champion's Yacht Club acknowledges receipt of the above referred to International Six Metre Association Perpetual Trophy. The Champion's Yacht Club agrees to accept in accordance with the above custody of the Perpetual Trophy as temporary trustee of the above referred to Perpetual Trophy.

Champion's Yacht Club: **St. Francis Yacht Club**

By: **R. E. K. [Signature]** Date: **Mar 1, 2013**

Title: **CUNABOR**

## From the Treasurer

### Membership Subscriptions

Subscriptions for 2013 are now due. I think it is important to remind everyone that there are two categories of membership, and make it quite clear the difference between them. It has been disappointing to see members pay the lower rate, and then see the name of their boat appearing in race results.

a. Full membership is for the owners of boats currently in racing commission. This means all boats wherever they race – it is not just for those boats that compete internationally. The subscription rate is €80.

b. Associate membership is for those who are not listed as boat owners, but wish to keep in touch with the affairs of the class. It is also the appropriate rate for owners of boats which are laid up and not actively racing. The subscription rate is €30.

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

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

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

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

Sort Code 40-05-15

Account Number 60357406

Account Name: International Six Metre Association

International Bank Account Number (IBAN): GB89  
MIDL 4005 1560 3574 06

Branch Identifier Code (SWIFT/BIC): MIDLGB22

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

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

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

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

Labels©Katrin Storsberg



## Have you got your Sail Labels?

Please remember that all sails measured after 1 March 2005 must carry the official certification mark near the tack. This rule was introduced in a memorandum from the ISMA President at the time, Bernard Haissly, following a mail vote – see ISMA Journal 1/2005 page 13. Please remember that the rule is in the Class Rule (Rule 12, since 2010) and applies at all times, not just at World and European Championships.

Sail Certification Marks can be ordered from the Treasurer by mail or e-mail. On receipt of your order I will reply with an invoice and ask you to make payment direct to the ISMA account. The cost is €100 for each mark. To reduce bank charges, sailmakers are asked to order several marks at a time, rather than buying them individually. As soon as receipt of your payment is confirmed I will despatch the marks by post – there is no charge for postage. Please make sure you order sail marks in good time, since if I am away there will be no-one to process your order.

I would also suggest it is not wise to plan on buying your sail labels when you arrive in Flensburg for the World Championships. This is a bad idea for a number of reasons:

- If I am not in Flensburg then there may be no-one there to sell you a label.
- Although the sail labels have an adhesive backing and can be stuck to the sail, for security it is better if they are sewn on as well, particularly on spinnakers. So it is better if the labels are sent to your sailmaker and he sews them on before the sails are delivered.
- The label should be in place when the sail is first measured, and this first measurement should really happen before you arrive at the championships. It would be bad news to wait until you get to Flensburg and then find that the sails do not measure!

Year End Accounts for 2012

These accounts represent the total of both ISMA's bank accounts, with the sterling account converted into Euro at a rate of £1 = €1.23, which was the exchange rate at the end of the year. The changing exchange rate continues to make accounting rather interesting, and I

have tried to separate and identify the effects of exchange rate fluctuations. You will see that last year we actually made a small gain (negative loss) on currency exchange and bank transfers, but I cannot guarantee we will always be so fortunate.

You will also notice that we made a significant loss last year (negative surplus of income over expenditure). This was mainly because we sold very few sail labels in the year. Sales in years when there is a World Championship are typically higher, so this year should be better. But I would not recommend a reduction in the price of labels. Because we had built up a reasonable reserve we were still able to pay the full costs of producing the ISMA Journal and maintaining the website. For information, the costs for 2012 were charged as follows:

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

**The accounts are shown next page:**



## Financial statement at 31 December 2012

All figures in Euro (€) except where stated otherwise

Sterling account converted at £1 = € 1.23

2011			2012
	<u>Income</u>		
9'270.00	ISMA Fees (Note 1)		8'370.00
110.00	ISMA Fees - late payment for previous year		160.00
80.00	ISMA Fees - advance payment for following year		0.00
<u>25'600.00</u>	Sail Labels (Note 2)		<u>3'400.00</u>
<u>35'060.00</u>	Total income for the year		<u>11'930.00</u>
	 <u>Expenditure</u>		
249.12	ISAF Subscription 2012 (£218.40)	268.63	
22'515.20	ISMA News and website (CHF 24,300)	20'672.68	
59.06	Sail label expenses	0.00	
635.58	ISAF Conference expenses	0.00	
-1'049.73	Losses on currency exchange and bank transfers	-65.28	
144.68	Bank charges	<u>154.52</u>	
<u>22'553.92</u>	Total expenditure year to date		<u>21'030.55</u>
12'506.08	Surplus of income over expenditure		-9'100.55
42'278.84	Balance brought forward from previous year	40'900.47	
<u>78.02</u>	Exchange rate correction from last year end	<u>11.50</u>	
<u>42'356.86</u>	Corrected balance brought forward	40'911.97	<u>40'911.97</u>
<u>40'900.47</u>	Balance at bank		<u>31'811.42</u>
40'440.58	Euro account balance		29'469.19
<u>459.89</u>	Sterling account balance	£1'904.25	<u>2'342.23</u>
<u>40'900.47</u>			<u>31'811.42</u>
	 <u>Note 1</u>		
114	Full	102	
5	Associate	7	
	 <u>Note 2</u>		
256	Sail labels sold	34	

## Voting Rights

Voting rights in 2013 will be dependent on the fees paid in the previous year (ISMA By-law D4). In 2012 we collected fees for 102 boats as follows:

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

## The Next Treasurer

A year ago I reminded you all that it was then 6 years since I became the ISMA Treasurer, and I suggested it is time somebody else was appointed to the post. So when I was asked last year if I would stand for re-election, I said that I would do so but preferably for only one year. I would be very grateful if someone would come forward this year to take over the accounts. I would expect to continue for the remainder of the year and finalise the accounts for 2014. This will then give us time to set up new bank accounts if necessary, and transfer the Association's funds, with the new Treasurer starting in January 2014.

## Annual General Meeting at the 2013 World Cup in Flensburg/ Glücksburg

The AGM 2013 will be held in the Flensburg Sailing Clubhouse, 6th August, 1900.

We will contact you mid June 2013 for collecting the agenda topics you expect to discuss and to decide by yes or no.

## Queen Christina Nations Cup 2013

Unfortunately, none of the QCNC Participating Countries are able to host QCNC for this year, 2013.

Canada has expressed interest in hosting in 2014 and England in 2015.

Kind regards, Kimo Mackey



## ISMA Classic newsletter

### CLASSIC NOTES by Tim Street

21<sup>st</sup> March 2013

It is some time since I contributed any Classic Notes to the ISMA Bulletin, but Oliver Berking has resigned as Chairman of the ISMA Classics Committee due to pressure of work, especially his Robbe and Berking Classic Regattas and, of course, the up-coming World Championships. I have therefore agreed to stand in as Acting Chairman until the next AGM. Although I have contributed less than in the past, over this winter I have still been getting two or three (sometimes more) queries a week on the history, provenance, design, restoration, whereabouts and the individual owners and helmsmen of Six-Metres, both classic and modern, so it will be a pleasure to once again share my knowledge.

However, having said that, it is probably mainly due to the general downturn in the World's financial situation that there has been much less classic activity in recent times. Of course, so many boats have been discovered and restored that obviously there are fewer to be found. Also, it is quite clear to me that, due to the escalating cost of restorations, younger enthusiasts may not have the finances to find and rescue old boats, more especially since the better ones have already been found and completed. Meanwhile owners having spent so much on the restoration of their loves, are disinclined, or indeed unable to accept the much lower prices which is all they can actually expect now when selling. In my case however, I was pleased to sell my beautifully restored 1931 Johan Anker to a good home, as it has been a joy for me to see her out racing in capable hands.

In the past few days, I have been in contact with other members of the Classics Committee, contacts in other countries and members and individual owners of classics, to encourage them to concentrate on getting all Sixes out racing this summer. Certainly Johan Larsen in Sweden hopes that they will have their best fleet of both moderns and classics for some years, racing in Stockholm. In Britain we expect to have a regular fleet of between six and eight good classics racing on the Solent throughout the season. In addition, it is also hoped that someone can be persuaded to organise the formation of a Mediterranean Classic Fleet, to co-ordinate and encourage all those Sixes on the Mediterranean littoral and to get them out racing, at least in the existing regattas at Monaco, Cannes and St. Tropez. We do have a potential candidate and there are a number of classic boats on the Mediterranean in good racing condition, which need to be launched and get racing together, possibly with a CIM rating – Saskia of Rhu, Alexandra, Duet, Bihannic, Solitar Nosc, Artemis, Valentina and perhaps even Fun, now in St. Felice, Circeo in Italy. If Nada is still in the area, she might also be prepared to join in.

A matter which will need to be looked at and has been discussed in the past months, is the up-dating of the 2000 Rules for Replicas; so far they would seem to have stood the test of time despite doubts cast on them. Also, the Classic Rules themselves, although only finalised for the 2007 Worlds, need to be reviewed in light of modern progress and it is planned to reconvene the ISMA Rules Sub-Committee including representatives of the Technical Committee, to reconsider them and make recommendations.

You may also all be pleased to know that Thilo Durach, the new Editor of the Classics Newsletter, is just finalising No. 16 for circulation soon, while Basil Carmody, who has gallantly agreed to be co-opted onto the Classics Committee, intends to complete and issue "shortly" his last Newsletter No. 15.

To echo Matt Cockburn, a former Chairman of the Classics Committee: "get going on your project of finding a boat rotting in a shed or field and rescuing her, as time is slipping away". We know of some boats which are in need of rescue if you are interested.

Meanwhile here are a few notes on some of the interesting “finds” this winter.

### Austria

There are now known to be at least two First Rule Sixes on Lake Woerther See in Carinthia, Austria. The first is Rarahu, a First Rule International Six-Metre designed and built by Morgan Giles & May Ltd., at Hythe near Southampton, England in 1914, for a Herr Otto Wirth of IV, Prinz Eugenstrasser, Vienna and is now based at Schmockwitz.



Rarahu



Collecting Rarahu

The Frank Morgan Giles documents are held in the Teignmouth Museum at Teignmouth in Devon, but they don't have the previous Morgan Giles & May papers. Rarahu never raced in England but she had several sisters also built in 1914 in England: Gonda, Kenavo, Martha and Stella, which have the same “Marconi” (Bermudan) rig which is a very large main with a small jib. Rarahu is in very good condition but has recently been sent over to England for some restoration work.

The second Six is Margeaux previously owned by Joel Perodo, who some years ago bought her from Sweden, and was laid out as a cruiser. At that time, she was named Puntan and in 1975 was described as “of unknown origin; recently rebuilt by her then owner Bertil Lagerqvist of Stockholm”. Joel restored her beautifully with a cutter rig. Her origins are mysterious, as from her size and lines she would appear to be a First Rule boat, but Puntan is listed by Pekka Barck as being designed by Carl Holmstrom in 1923. However, Puntan is not recorded anywhere in the Lloyds Register of Yachts and she does not appear to have ever been issued with a certificate or granted a number. Much research combined with other available information, would seem to indicate that she could be Gro, Bjarne Aas's first ever Six, designed and built in 1915. Sadly no photographs of Gro would seem to exist, and the Bjarne Aas Museum is closed until 2014, but the Norwegian Maritime Museum has provided Gro's certificate and we await the summer for the new owners to make a comparison.



Margeaux (ex Puntan)



### Finland

Henrik Andersin reports that there is an interesting development with Renata, the 1928 Six Metre L6 (ex L17) owned by Henrik Ramsay (Finnish Foreign Minister 1939-1945). She will be rebuilt (not replicated) by the Peter Granström Boat yard (4<sup>th</sup> Generation) in an absolutely original way. Nothing modern will be used on her except the glue. The project has received a grant from the Finnish Central Museum Authority.



Renata

### Norway

In Norway there are also two boats of interest. The first is believed to be Sonja II a 1908 Anker & Jensen, which is owned by Peter Ennals, the well known classic yacht expert and owner of the 8 Metre, Carmen II. She is coated in plastic and is in a wood on Peter Ennals' farm. We are awaiting the Certificate of Sonja II from the Norwegian Maritime Museum (Norsk Sjøfartsmuseum) to compare, to see if she is indeed Sonja II, in which case she would probably be the oldest Six-Metre in existence. However there is known to be another hull in existence which is also said to be Sonja II. It is thought that this second boat might be Sonja III and we await better weather for further investigation.



Sonja II?

The second boat is an unknown hull in a field on the island of Tjome, next to Notteroy in the Oslofjord and is almost in sight of the windows of a house owned by John Cove, who is from Salcombe, Devon, England. He has promised that when the weather improves and the snow and ice gone, he will go over to try to identify her.

## Denmark

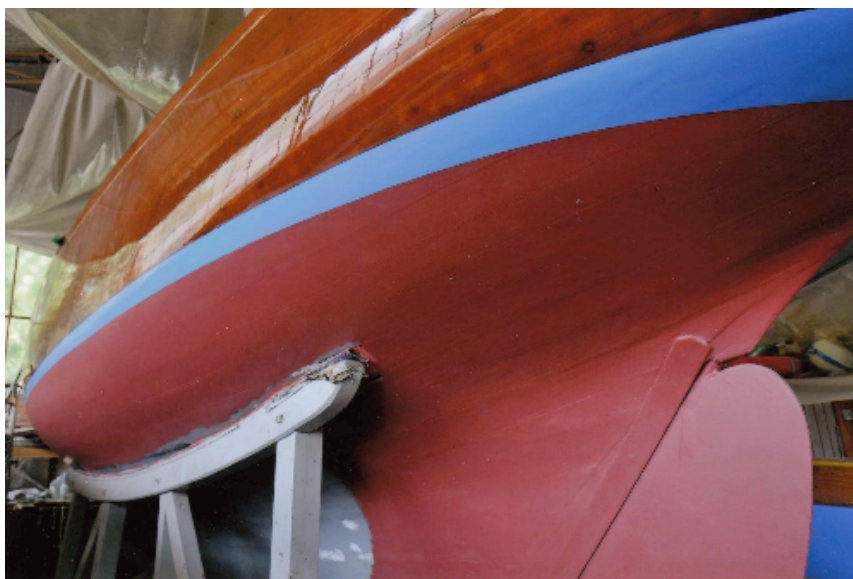
In Denmark, Jorgen Jensen, the builder of the first replica Sunray, has located a boat D4 Guldfluen one of the series of seven Sixes built for Denmark by Abeking and Rasmussen in 1921. Another sister is the beautifully restored DEN 3 Ran VIII at Lucerne which has taken part in the 2003 Worlds at St. Tropez and the 2010 Europeans at Brunnen. She requires a full restoration but would be a beautiful sister for Ran VIII. Jorgen Jensen is also looking for another, later, missing boat named Joker, believed to be in Denmark.



Guldfluen

## Italy

Last autumn we received a message from Luigi Lang in Italy that a few months ago, a friend of his, Norbert Tieger, had died, aged 91; he was the owner of two outstanding boats: a Sangermani (LOA 18 meters) and the Six Metre IR ITA 48 Da-Du which is perfectly maintained (see photo below) and kept strictly original to her 1928 construction. His heirs have asked Luigi to take care of the two boats in view of their sale so if anyone is interested please can you let me know.



Da-Du

**End of official ISMA news**

## Reports from Germany

“Dear Six-Metre-Friends,

as you may know, we will have the World-Cup-races 2013 on our home waters, the Flensburg Fjord. For preparation of your participation, we would like to invite you for some training-weekends . We will organize some short races for speed-testing and tactical-training. Although a good chance to learn more about the condition, we will race in August. The idea is to use local races or have our own race course for short races.

The dates which are planned for these trainings are as follows : 27/28 April; 9. – 11 May (Himmelfahrt), 8/9 June and a not defined weekend end of June , beginning of July.

If there is a strong interest on other weekends , we are flexible enough to change.

For transportation , mooring or storage and housing, we can support you in any way. For questions or by interest please feel free to contact me or Oliver Berking.

Success on the water, all the best for 2013

Björn Storsberg

6mR AIDA, GER 59

bjoernstorsberg@foni.net



FLENSBURGER SEGEL-CLUB e.V.

PRESSEMITTEILUNG

Glücksburg, 28.01.2013

## Regattasaison 2013

In diesen eisigen, trüben letzten Januartagen des Jahres 2013 lädt der Flensburger Segel-Club mit seinem anspruchsvollen und abwechslungsreichen Regattaprogramm alle Seglerinnen und Segler sowie alle Segelbegeisterten ein, sich gedanklich schon einmal in wärmere Jahreszeiten entführen zu lassen...

Ihnen allen wird der kommende Segelsommer Einiges zu bieten haben:

Glanzlicht der Saison dürfte die Robbe & Berking Weltmeisterschaft der 6mR-Yachten Anfang August sein. Vom 1. bis 8. August 2013 treffen die besten Sechser-Teams aus Europa und Übersee auf der Flensburger Förde aufeinander, unter ihnen natürlich auch Oliver Berkings „Lillevi“, der Sechser, der einst Oliver Berkings Liebe zu den Meterklasse -Yachten weckte und damit auch den Grundstein legte für das inzwischen alljährliche Treffen dieser eleganten Klassiker auf der Flensburger Förde. Während der ersten beiden Augusttage messen sich die 6er im Rahmen des Robbe & Berking Sterling Cups, zunächst mit den größeren 12mR-Yachten und den moderneren 5.5ern (5.5mIC) im Sinne eines ‚tune-up-Races‘. Danach wird während

4 Tagen der 6mR-World Cup ausgetragen. ISMA Präsident Beat Furrer aus der Schweiz kennt das Revier, ebenso, wie viele internationale 6mR-Segler, bereits seit der Europameisterschaft der Sechser im Jahr 2006. So fiel dem Verband die Entscheidung für Glücksburg als Austragungsort für den World Cup 2013, nach den positiven Erfahrungen, die die internationale 6mR Flotte hier bereits 2006 machen konnte, leicht : „Der Flensburger Segel-Club und Oliver Berking leisteten damals an Land und auf dem Wasser eine herausragende Organisation und die „Social Events“ boten ein wunderbares Rahmenprogramm!“ so Furrer der mit einer Beteiligung von rund 40 bis 45 Yachten, unter anderem aus Deutschland, England, Schweden, Finnland, Dänemark, Frankreich, der Schweiz, USA, Kanada und Neuseeland rechnet.

Januar 2013


Auszug aus einer Pressemitteilung des FSC von Belinde Diethelm








6

# NOTICE OF RACE

ROBBE & BERKING  
6-METRE WORLD CHAMPIONSHIP



1<sup>st</sup> – 8<sup>th</sup> August 2013

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## 6-METRE WORLD CHAMPIONSHIP

### Dear 6-metre friends,

Following the European Championship of 2009 we are very happy to invite you to another great 6-metre event on the Flemish Fjord. The Flemish Sailing Club and Robbe & Berking, expertly supported by B&B, have all done their very best to make this week unforgettable for you. Enjoy the days and the evenings, and sail your best. Start and light to the finish. Welcome!

Oliver Deuling

### Dear 6-metre sailors,

As the chairman of the Flemish Yacht Club I am very happy to welcome you and your beautiful yachts to the summer on the Flemish Fjord. Our yacht club was founded in 1900 and has a long tradition in organizing high level races. Together with Oliver Deuling the Flemish Yacht Club organized many years for classic yachts, such as the European Championships for the 6-metre. We are therefore very glad to host the World Championship for the 6-metre this year. We are excited and let us surprise you.

Jurien Pauck  
President FSC

### Dear Friends of classical yachts and timeless elegant design,

Unlimited speed driving pleasure is also possible on the water. Since 2012 B&B has been partner of all Robbe & Berking classic yacht events. Elegant lines are not only typical of our cars, but also of your yachts. Together with Robbe & Berking and the Flemish Sailing Club we will do our best to make sure both the Sailing Cup and the 6-metre World Championship are highlights of your sailing year.

We very much look forward to a competition that is enjoyable for being both sporting and fun, and we are proud to be part of it again.

On behalf of B&B I wish you fair wind and safe sailing!

Yves Andrea-Christoph Hoffmann  
Vice-President Brand Communication B&B

### Dear 6-metre friends,

It gives us the opportunity to race our beautiful yachts in a World Cup event. Many of us will ship their yachts to Ghent where the Flemish Sailing Club and Robbe & Berking with B&B will provide a particular welcome. The very experienced club will organize the racing in the usual professional manner as well as providing a superb atmosphere. Immediately prior to the World Cup, the Robbe & Berking Sailing Cup will take place on the same water. Let us honour these efforts with a large number of visitors and classic 6-metre also participating in the Sailing Cup, which is, after all, the perfect opportunity to tune up in the World Cup under race conditions. Big, your 6-metre, sail fast and enjoy the company of many friends, welcome!

Ben Puerce  
ISMA







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## 6-METRE WORLD CHAMPIONSHIP

<b>ORGANIZING AUTHORITY</b>	<b>Flemish Yacht Club</b> , D-24960 Othelloburg Phone: +49 (0) 46 31 – 32 33, Fax: +49 (0) 46 31 – 32 36 Internet: www.fsc.de, E-Mail: race@fsc.de
<b>IN ASSOCIATION WITH</b>	<b>Intern. Six-Metre Association (ISMA)</b> and <b>Robbe &amp; Berking Yachtmanufaktur</b> , Flensburg www.classics.robbeberking.de
<b>CLASSES</b>	The Championship will be sailed in 2 classes: 6mR modern and 6mR classic
<b>RACING AREAS</b>	Courses will be sailed on the Flemish Fjord. The Race Committee has got the option to relocate some of the races to Flemish Outer Fjord if wind and weather conditions require the change of racing area.
<b>SCHEDULE</b>	4th August 2013, 2 Races 5th August 2013, 2 Races 6th August 2013, 2 Races 7th August 2013, 2 Races 8th August 2013, Reserve Day  The Reserve Day will only be used for racing if until 7th August 2013 evening less than 5 total races have been sailed. A total of 8 races will be scheduled. 3 races may be sailed on OOB, on 7th August 2013 in order to achieve a minimum total of 9 races.
<b>FIRST START</b>	4th August 2013, 11.30 hrs
<b>LAST START</b>	8th August 2013, 14.00 hrs

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## 6-METRE WORLD CHAMPIONSHIP

<b>CONTROL MEASUREMENT</b>	1st August 2013, 15.00 – 19.00 hrs 2nd August 2013, 09.00 – 18.00 hrs 3rd August 2013, 09.00 – 13.00 hrs There will be no initial measurement.
<b>COURSES</b>	In order to suit local conditions ISMA has approved the following courses in accordance with the Deed of GBR Rule 7 (b) windward-leeward configuration with a big distance of approximately 1,25 – 1,5 nm. The total length of course will be approximately 7,5 – 9,0 nm. The Time Limit to complete a leg (Deed of GBR Rule 8) will be changed accordingly within the SL.
<b>IMPORTANT PHONENUMBERS</b>	<b>FSC-Office</b> FON: +49 (0) 46 31 – 22 33 FAX: +49 (0) 46 31 – 32 36  <b>Office Hours:</b> Mo – Fr, 10.00 – 12.00 hrs  <b>Harbour Master:</b> Fon: +49 (0) 46 31 – 9 69  <b>Catering:</b> Restaurant Römer (in FSC) Fon: +49 (0) 46 31 – 80 90
<b>RACE OFFICE</b>	The race office is located inside the FSC Outhouse in Othelloburg. It will be open from 1st August 2013, 15.00 hrs.
<b>MOORING</b>	All participating yachts shall be moored in the harbor of Flemish Yacht Club at Othelloburg-Quaestent. Mooring is free in the period of 26th July – 10th August 2013.









**6** 6-METRE WORLD CHAMPIONSHIP



**PRACTICE RACE/  
ROBBE & BERKING (S)  
METRE STERLING CUP**

These races are recommended as practice race and there will be no extra entry fee  
**02nd./03rd. August 2013, Robbe & Berking mit Sterling Cup**  
 (Up and down wind courses)

**1. Start 02.08.2013, 13:00 hrs**  
 Up to total of 4 races are scheduled for 6-metre class. If 4 races are concluded, there will be one dropped. There are total points for the first 3 yachts – each direction. For further details please see the Notice of Race for Robbe & Berking metre Sterling Cup 2013 and/or www.6mjl.de



**6** 6-METRE WORLD CHAMPIONSHIP

**BUOYANCY**

All yachts shall carry one personal flotation device for each crew member on board which is in good condition. Attention is drawn to (RRS) Fundamental Rule 12.

**LAUNCHING**

Launching of boat is possible at Glücksburg yacht harbor and Flensburg. If you require assistance for launching of your boat please contact:

**At Flensburg:** Yachtwerft Robbe & Berking Classic  
 Am Indanishafen 5, 24133 Flensburg  
 Phone: +49 (0) 461 – 31 80 33 60  
 Email: classic@robbeberking.de

**At Glücksburg:** Maly Custom Carbon  
 Phone: +49 (0) 46 31 – 97 28 82 22  
 Mobile: +49 (0) 151 – 90 48 66 23  
 Email: info@maly-carbon.com  
 www.maly-carbon.com

Launching at Glücksburg into the water from a trailer and hauling out to a trailer is included in the entry fee if carried out with assistance by the crew and done during normal working hours.

**MEDIA**

Media facilities will be provided on site at the race venue in Glücksburg/Flensburg Rjod. All visiting media representatives will be welcome provided if they are properly accredited.

**CREW DISCLAIMER  
AND MEDIA WAIVER**

All crews will be required to sign the Crew Disclaimer/Media Waiver upon registration at the Race Office in Glücksburg until closing of registration. Crew Disclaimer/Media Waiver may be viewed in advance on the 70C website [www.6mjl.de](http://www.6mjl.de)



**6** 6-METRE WORLD CHAMPIONSHIP

**JURY**

An international jury will be appointed in accordance with Appendix N of RRS. The names of the Jury members will be published in the Sailing Instructions or on the official Notice Board. Their decision will be final in accordance with RRS 70.5.

**HAUL OUT RESTRICTIONS/  
DRIVING EQUIPMENT  
AND PLASTIC POOLS**

Yachts shall not be hauled out during the regatta except with and according to the terms of prior written permission of the organizing authority. Underwater breathing apparatus and plastic pools or their equivalent shall not be used around berths between the preparatory signal of the first race and the end of the regatta.

**RADIO COMMUNICATION**

A yacht shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones. The race committee will use VHF channel 15 for information to competitors.

**MOORING FOR  
ACCOMPANYING BOATS**

Berthing for accompanying boats is possible at yacht harbor of the Flensburger Segel-Club as long as free spaces are available. For these boats a harbor fee has to be paid directly to the harbor master. Please make a note on the entry form in case you intend to bring an accompanying boat with you.



**6** 6-METRE WORLD CHAMPIONSHIP

**INSURANCE**

Each participating yacht shall be insured with a valid third-party liability insurance with the racing discipline and a minimum cover of € 1,500,000 in equivalent per event.

**LANGUAGE**

In case of a language conflict the English will prevail.



## 6

## 6-METRE WORLD CHAMPIONSHIP

## SOCIAL EVENTS

Robbe & Berking and BMW would like you to be their guest at the following events:

**01st August 2013, 20.00 hrs**  
Get together at the FSC Club House; beer, wine and snacks will be served.

**02nd August 2013, 19.00 hrs**  
Welcome party at the Robbe & Berking yard, Flensburg for all competitors of 6-metre World and Robbe & Berking Steering Cup, BMW Courtesy Car Service, Dress code: Smart Casual.

**03rd August 2013**

Classic night at the Robbe & Berking yard, Flensburg with opening ceremony of the Robbe & Berking 6-metre World Championship 2013, BMW Courtesy Car Service, Dress code: Smart Casual.

**04th August 2013, after racing**

Prize giving ceremony for the Robbe & Berking Steering Cup at FSC Clubhouse.

**05th August 2013, 19.30hrs**

The Night On The Island, Dress code: Smart Casual.



## 6

## 6-METRE WORLD CHAMPIONSHIP

## SOCIAL EVENTS

**06th August 2013, 19.00 hrs**  
Annual Class Meeting of ISMA at FSC Clubhouse.

**08th August 2013**  
Prize-Giving Ceremony.

For each event additional tickets for accompanying persons can be bought at the Race Office at FSC-Clubhouse.



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## 6

## 6-METRE WORLD CHAMPIONSHIP

## TRANSPORT

**Transport-package Glogau (one-way) two boats**

- € 5400,- + 19% VAT for Helsinki-Flensburg
- € 5000,- + 19% VAT for Southampton-Flensburg
- Transport with special boat trailer
- Incl. special permits for overseas dimensions
- Incl. road tax
- Incl. ferry costs
- Incl. CMR-insurance

Before booking you have to announce the length and height (max. height incl. mast).

Booking over Robbe & Berking:

Email: [transportw@robberberking.de](mailto:transportw@robberberking.de)

**Transport-package Glogau (one-way) one boat**

- € 3400,- + German VAT
- Example: Helsinki-Flensburg or Southampton-Flensburg
- Transport with special boat trailer
- Incl. special permits for overseas dimensions
- Incl. road tax
- Incl. ferry costs
- Incl. CMR-insurances

Booking over Robbe & Berking:

Email: [transportw@robberberking.de](mailto:transportw@robberberking.de)

**Finnlines booking rates for Helsinki – Tallinn/line**

- € 45,- per metre + 50% bunker sur charge
- Helsinki gate fee € 7,5,- per unit
- Tallinn/line gate fee € 3,5,- per unit
- Cargo fee € 3,14,- per ton
- 1 driver free of charge
- Exclude VAT

Booking over Robbe & Berking:

Email: [transportw@robberberking.de](mailto:transportw@robberberking.de)

**DFDS booking rates for Harwich – Esbjerg**

- 50% discount of the actual sea freight
- Just for truck transportation

Booking over Robbe & Berking:

Email: [transportw@robberberking.de](mailto:transportw@robberberking.de)

## 6

## 6-METRE WORLD CHAMPIONSHIP

## 1 RULES

The regatta will be governed by the rules (latest edition):

- Deed of Gift Six Metre International Rule World Cup Trophy
- ISAF Racing Rules of Sailing
- the International Six Metre Class Rating Rules
- the International Six Metre Association Class Rules

the Organizing Authority's Notice of Race as approved by ISMA

- the Organizing Authority's Sailing Instructions as approved by ISMA
- No national authority prescriptions will apply

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

2.3 Each yacht, other than those exempted shall submit a valid measurement certificate at the registration.

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

2.5 The ISAF Safety Classification Code (Regulation 22) will not apply.

## 2 ELIGIBILITY

2.1 The event is open to all yachts of the International Six-Metre Class holding a valid Certificate of Rating and which completes the registration procedure and has paid the entry fee. Furthermore the Flensburg Segel-Club and ISMA may agree to enter yachts which do not hold valid certificate but which have not undergone hull modification or ballast changes according to championship rules.

## 3 AMENDMENTS ACCORDING TO RRS

3.1 All yachts shall carry on board the provided safety equipment in accordance with the yacht's country of registry. At maximum 43 yachts shall carry on board at least a 15 metre length towline.



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# 6 6-METRE WORLD CHAMPIONSHIP

3.3 All yachts shall be required to declare their number of crew and the names at registration and shall sail with that crew throughout the regatta. All yachts may register one alternative crew member on their crew list and may use this person by registering the change by 19:00 hrs at the Race Office on the day before the crew change has to take place. Any additional changes shall be subject to approval by the International Jury.

3.4 The Race Committee reserves the right to change the Program/Sailing Instruction. Changes will be posted on the official Notice Board at the IRC-Catboat not later than 20:00 hrs. They will be effective the next day.

3.6 RRS 44.1 and 44.2 will apply with the modification that only one fin including one rudd and one gybe is required.

### 4. ADVERTISING AND BOW STICKERS

4.1 ISMA permits advertising as follows:  
 (i) on spinnaker  
 (ii) on the transom  
 (iii) when moored, on the forestay  
 (iv) up to six flags hoisted on the mast may not higher than two metres above the waterline. The dimensions of the flags shall not exceed 30 cm x 40 cm.  
 (v) an events sponsor's flag, if provided

by the O.A., has to be flown on the backstay at all times.

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

4.3 Each boat maybe required to display event advertising on the first 20 % of hull length and backstay flags at any time from 01. - 06. August 2013. While not sailing, all boats are strongly urged to fly the event flag from the foremast, four decks and backstay flags and event flags will be supplied by the Organizing Organisation at registration. Every effort shall be made to return the details on the boat.

### 5. MEASUREMENT

5.1 All participating yachts shall be presented for measurement inspection before the beginning of the regatta. The event measurer/Race Committee may make measurement checks before, during and after the race.

5.2 Each yacht other than those exempted in 5.1 above shall produce a valid measurement certificate at registration. In addition the owner shall submit a signed statement that no hull modifications or ballast changes which would affect the rating have been made since the last measurement.

# 6 6-METRE WORLD CHAMPIONSHIP

### 6. ENTRY

6.1 Please send your entry to: Rensburger Segel Club D-24950 Glindeburg Fax: +49 (0)4631-3236 / Email: race@fsc.de

6.2 Please use the official entry form. Written entries must be signed. Please add if possible a picture of your yacht.

6.3 Online-entry might be available on [www.fsc.de](http://www.fsc.de)

### 7. LAST ENTRY DATE

7.1 Entry closes on 6th July 2013 (delivery date at the mailing address).

7.2 Late entries accompanied by a late entry fee of € 150,- may be accepted at the organizing authority's discretion as long as possible.

### 8. ENTRY FEES

The entry fee is € 750,- including almost everything especially the social events (see Social Events). Please pay by bank transfer to Robbe & Berking Classics no later than 03. July 2013. Robbe & Berking Classics Account-No. 438744938 with Hypo-Vereinsbank AG (BLZ: 250 200 00), Holten 12, 24937 Flensburg/Coastway IBAN: DE2120030000000044938 Swift/BIC Code: HYVDE33HAN30

There will be no additional entry fee for 6-metre Yacht participating at the Robbe & Berking 6-metre Worlds 2013

By paying the entry fee, entries will become valid. Entry fees will not be refunded unless the entry has not been accepted.

### 9. SCORING

9.1 The "Low-Point-Scoring System as per Appendix A, of the RRS shall apply.

9.2 Five (5) races are required to be completed to constitute a valid championship.

9.3 When only 5 races or less have been completed a boats score more will be the total of her race scores. When from 6 to 8 races have been completed a boats score more will be in total of her race scores excluding her worst score.



# 6 6-METRE WORLD CHAMPIONSHIP

### 10. PRIZES

#### SIX METRE INTERNATIONAL RULE WORLD CUP TROPHY

##### 1. THE TROPHIES

A. The perpetual World Cup Trophy was donated in 1973 jointly by the Puget Sound Six Metre Fleet and the Port of Seattle. The World Cup Trophy shall be awarded to the winning Modern yacht at the World Cup. The Trophy is to be kept at the premises of the current champion's yacht club, which is responsible for the Trophy's safekeeping, the engraving for its champion's year, and delivery to the location of the next World Cup.

B. The DJINN Trophy was donated in 1973 to honour the memory of Harry Morgan, who owned US 81 DJINN. The Trophy shall be awarded to the winning Classic yacht at the World Cup. The Trophy is to be kept at the premises of the current champion's yacht club, which is responsible for the Trophy's safekeeping and delivery to the location of the next World Cup. In addition, winners of the DJINN Trophy shall receive a memento plaque depicting DJINN, which they may keep.



# 6 6-METRE WORLD CHAMPIONSHIP



C. The KSSS Cup: The Classic Six Metre World Cup Trophy donated by KSSS (Royal Swedish Yacht Club). The Trophy shall be awarded to the highest placing Classic yacht both to the First (1907-1912) or Second (1913-1915) International Rule.

D. Baum & König Vintage Trophy: Additional Trophies. There will be additional prizes on total points awarded to the first, second and third place yachts in both categories of the championship.





## 6

## 6-METRE WORLD CHAMPIONSHIP

12. LIMITATION OF LIABILITY –  
COGNOVITIS CLAUSE

The responsibility for the decision to participate in a race or to continue with it as a skipper or to continue with it as a crew member, to that extent the skipper also accepts full responsibility for the crew. The skipper is responsible for the qualification and the correct medical condition of the crew as well as for the suitability and the transport-safe condition of the registered boat.

In case of Force Majeure or on grounds of administrative orders or for safety reasons, the organizer is entitled to make changes in the realization of the event or to cancel the event.

This does not constitute any liability by the organizer toward the participant, if the reasons for the change or the cancellation do not result from a willful or grossly negligent behavior of the organizer.

In case of a violation of obligations that do not constitute primary or material contractual duties (cardinal obligations), the liability of the organizer for financial and property damages incurred by the participant during or in connection with the participation in the event and

resulting from a conduct of the organizer, its representatives, servants or agents, is restricted to damages that were caused willfully or grossly negligent. When a violation of cardinal obligations occurs due to minor negligence, the liability of the organizer is limited to foreseeable, typical damages. To the extent that the liability for damages of the organizer is excluded or restricted, the participant also releases the staff – employers and representatives, agents, servants, sponsors and individuals who provide or drive a change, safety or rescue vessels or assist with their use – from the individual liability for damages, as well as also all other individuals who were instructed to act in connection with the realization of the event.

The effective racing rules of the ISAF, the administrative regulations regatta-racing and the statute of association of the DSV, the class rules as well as the regulation of the invitation to the competition and the sailing instructions are to be complied with and are expressly recognized. The German Law shall prevail.

## 6

## 6-METRE WORLD CHAMPIONSHIP

## 13. ACCOMMODATION

Please be aware that the first half of August is high season and holiday time in Northern Germany. Accommodation reservations should be made as early as possible.

## Tourist Information Glücksburg

Phone: +49 (0) 18 03 - 60 07 70

Fax: +49 (0) 46 31 - 40 77 37

[www.gluetsburg-ostsee.de](http://www.gluetsburg-ostsee.de)

## EXCLUSIVE PARTNER

## Alice Meierhof Viktoriahof (3 Stars)

Phone: +49 (0) 46 31 - 61 09 400

Fax: +49 (0) 46 31 - 61 09 99

[www.alice-meierhof.de](http://www.alice-meierhof.de)

Email: [tourvermittlung@alice-meierhof.de](mailto:tourvermittlung@alice-meierhof.de)

Special rates for Robbe & Berking Germany World's

## Fährhaus Holten

Phone: +49 (0) 46 31 - 61 33 0

Fax: +49 (0) 46 31 - 61 33 45

## Appartements/Tourwohnungen Holten Den

Phone: +49 (0) 46 31 - 61 10 0

Fax: +49 46 31 - 61 00 37

Camping is possible in the yacht harbor area.

Camping spots 5€ - 6 €, /day

## Hotel Flensburg

Phone: +49 (0) 46 1 - 90 90 83 3

## Flensched Hotel

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

## Flensburg Hotel Tourism

Phone: +49 (0) 461-90 90 900

Fax: +49 (0) 461-90 90 906

[www.flensburg-tourism.de](http://www.flensburg-tourism.de)

## Strandhotel Glücksburg

Phone: +49 (0) 46 31 - 61 41 0

Fax: +49 (0) 46 31 - 61 41 11

[www.strandhotel-gluetsburg.de](http://www.strandhotel-gluetsburg.de)

Email: [info@strandhotel-gluetsburg.de](mailto:info@strandhotel-gluetsburg.de)

Special rates for Robbe & Berking Germany World's

## Hotel Café Drei

Phone: +49 (0) 46 31 - 61 00 0

Fax: +49 (0) 46 31 - 61 00 37

## Arcadia Hotel Flensburg

Phone: +49 (0) 46 1 - 84 11 0

[www.arcadia-hotel.de/flensburg](http://www.arcadia-hotel.de/flensburg)

## Hotel Nordig (Flensburg-Mürwik)

Phone: +49 (0) 46 1 - 31 36 20 10

Fax: +49 (0) 46 1 - 31 36 20 49

[www.hotel-nordig.net](http://www.hotel-nordig.net)

## Hotel am Wasserturm

Phone: +49 (0) 46 1 - 31 50 60 0

Fax: +49 (0) 46 1 - 31 22 87

[www.hotel-am-wasserturm.com](http://www.hotel-am-wasserturm.com)



ROBBE & BERKING  
SILBERN



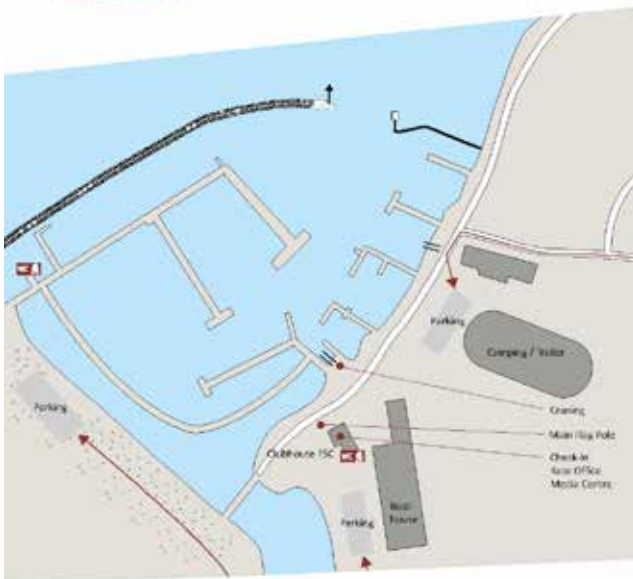
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SILBERN



## 6

## 6-METRE WORLD CHAMPIONSHIP

## HARBOR PLAN



ROBBE & BERKING  
SILBERN



ROBBE & BERKING  
SILBERN





**To all 6 Metre owners:**

**Boat-pool for World Cup Flensburg 2013**

**Dear 6 Metre Owners,**

As VP Southern Europe I contact you today to find out whether you have a spare 6 Metre available or are willing and ready to let the organizing Committee for the World Cup in Flensburg next summer have your 6 Metre to be used by another crew.

I have a various applications from competent and keen sailors, who would like to participate in next year's event, however do not have a boat available ready for sail.

Obviously the request goes into the direction of capable moderns, as well as Third Rule Classics. But some crews would also accept a Second Rule Classic if that was the only choice. Preferably, such boats should come from (northern) Germany and neighboring Denmark to avoid big transportation-coast. However, if one of you wants to make a contribution to those people not owning a boat, one could consider sharing transportation coasts, or finding very cheap ways to get boats over to Flensburg from other locations.

I propose that those rentals should work according to the following frame-work:

- Owner should report to me that his/her boat is available and give the specifics.
- I would create a list and put it on the ISMA webpage and/or communicate it to the applicants.
- Owner should state if and how much rental-fee he/she would like to receive.



- Boats should be insured for the transportation itself, liability-insurance and accident cover, as requested in the Notice of Race anyhow, and it should be made sure that this insurance cover applies also to charter crews. In the event necessary, they should get additional insurance cover to make sure that there are no uncovered risks to the owner.

- As I understand, the Flensburger Segelclub (FSC) expects many berths to be available in their harbour during the holiday season, so that arriving "boat-pool" boats could be berthed there under very reliable conditions, until the start and even after the race.

After we have been discussing the "boat-pool" issue as a good value proposition for the Class to make it possible for keen 6 Metre-sailors, who are not owners, to participate in international events, I very much hope for your cooperation. My 2nd Rule 6-Metre "Aloha II" has already been assigned to the pool.

Looking forward to as many nominations as possible, I remain for today

With kind regards,

Dr. Thomas Kuhmann



## Reports from Switzerland

# CARL-BÖSIGER-MEMORIAL-TROPHY

**Wir gratulieren der Yacht SUI-45 und dem Team zum Sieg der  
8. Carl-Bösiger-Memorial-Trophy 2012**

### **Ausschreibung 2013**

Für die Vergabe der Carl-Bösiger-Memorial-Trophy 2013 ist die Teilnahme an folgenden Regatta-Serien vorgesehen:

- |                                   |                               |
|-----------------------------------|-------------------------------|
| <b>1. Bodenseewoche</b>           | <b>23. – 26. Mai 2013</b>     |
| <b>2. Silbercup Romanshorn</b>    | <b>15. – 16. Juni 2013</b>    |
| <b>3. Oberseepokal Kressbronn</b> | <b>7. – 8. September 2013</b> |

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

Die Teilnahmebedingungen sind dort festgehalten.

Wir bitten die Gewinner den Pokal graviert an das Wintertreffen 2014 mitzubringen.

Early April the Lake of Geneva 6mJI sailors had a enjoyable meeting.

First we had an official meeting in the Société de Sauvetage room in Versoix, later on we went to the nearby Lion d'Or restaurant to have a nice dinner. Up to 9 boats were represented and as always it was discussed how the crews and yachts could be more active on the Lake.



Meeting



Yann Petremand\_Philippe Dürr

Joëlle Zumoffen was happy to hand over his task as local president after a long time to Yann Petremand, who is since many years the promoter of the main event of Lake Geneva: the Coupe Edmond de Rothschild that is organized from 27th to 30th June 2013 by Société Nautique de Genève. This year not only for the 6mJI, but also for the other meter classes and as a novelty also classic motor yachts.

SUI 24 in Northern Waters





## Reports from England

We are pleased to announce that the 2014 European Cup will be held from 21st -26th July, the organising authority is the Royal Cornwall Yacht Club, Falmouth.

The British Championship will be held 18th – 20th July, with launching and registration from 16th July. We advise booking of accommodation as a priority as the dates overlap the school holidays.

Following the revival of the Modern Fleet Newsletter in the autumn edition I would comment as follows:

Following the publication of the Modern Newsletter we have seen the first signs of a little revival of interest in the Junior branch of the Class. In La Trinite in June there is a combined Anglo French event and at the moment all the signs are there will be a good and competitive turnout with some 15 boats currently indicating a willingness to attend, including the current world Champion, Junior and reigning European Champion, Valhalla.

Although there are still a large number of boats for sale, ( a bargain for anyone astute enough to buy at the moment) all the European fleets are working hard to attract new, and dare I say younger blood.

The Moderns are challenging technically nut give astonishingly close racing at really reasonable costs and there is every reason to think the present upsurge in interest can only lead to more competitors getting involved.” (Paul Smith)

It is hoped that there will be at least one warm-up event prior to the above (potentially in the Solent). It is noted that there is an urgent need for the complete 2014 Racing Calendar.

## Newsletter

January 2013

Cowes Classics Week – 15-19 July 2013

Following this year's class captains meeting and the first meeting of the organising committee, plans for this year's regatta – the 6<sup>th</sup> - are falling into place and it is already shaping up to be bigger and better yet again with new classes, more boats in each fleet and with some changes to the format.

### The Metre Classes

This year we will have all the major metre classes. The 6mR, who founded the event, will be joining us again and we will all look forward to seeing the 12mR out once more. For the first time, the 8mR will be joining us. A new 8mR UK Class Association was formed a couple of years ago but the disparate location of the boats has made it difficult to organise class events. However, with new owners and a renewed enthusiasm CCW will form a centrepiece of their 2013 programme.



### 90th Anniversary – Sunbeams

The Sunbeam fleet have been stalwart supporters of CCW from the outset. This year they are celebrating their 90<sup>th</sup> Anniversary and will sail for the Queen Victoria Jubilee Cup which was given to the Royal London Yacht Club in 1886 by Queen Victoria and disappeared for almost a century until re-discovered in 1973. They are expecting a record turnout with some boats coming up from Falmouth.



### Overseas Visitors – Howth 17 Footer

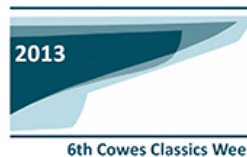
Indicative of the now well-established reputation of CCW, a number of boats will be coming over from Dublin Bay.



An 1898 design, they are probably the oldest racing one-design keelboat class in the world designed by W. Herbert Boyd who was Commodore of Howth Sailing Club for 52 years. They sail a regular match race with the Gaerloch fleet from the Clyde in the local class in alternate years. The Howth 17s will race with the Revival Old Gaffer fleet

### Classic Cruiser/Racer Class

We have had requests to attend from a number of classic cruiser/racers and it certainly appears there is a latent demand from boats such as wooden IOR boats. We consequently launched this as a new class on board Danegeld at Southampton







# VALDAI Six Metre Maid

In a class known for sleek looks and fast, wet racing, the Six Metre *Valdai* stands out, not least for a glorious restoration. *Kathy Mansfield* has the story



*Above:* Note the two strong ring frames in way of *Valdai's* mast  
*Left:* Redecked, and sporting new Meissner winches

**A**mere 106 years after the first Six Metre was launched, this famous class continues to enthuse sailors, designers and boatbuilders alike, determined to keep or return these fast and exciting boats to racing condition.

Sixes always were the most popular and numerous class within the Metre Rule, and they are seeing a resurgence now. Only a handful of the classics remain to be restored, and there is a full schedule of racing at national and European level, with Six Metre fleets on both coasts of the US and further afield.

*Valdai* was one of a pair of Six Metres designed by Alfred Mylne in 1930 to the Second International Racing Rule – the other was *Beausobre*, restored recently and sailing on Lac Léman in Switzerland. *Beausobre* came to the Solent during the Six Metre Worlds and the Metre Centenary Regatta in 2007 and did well in a strong class of 25 boats. Now her sistership *Valdai* has been restored in Cornwall by Tom Owen, raising the tantalising prospect of a head-to-head race.

Mylne started his career back in the 1890s, working in the design office of the highly respected naval architect G.I. Watson, known for his scientific approach to yacht design. This was not lost on the young Mylne, and the drawings for *Valdai* reflect this careful calculation. His boats carried





KATIE V MANSFIELD

massive sail areas, which would have imposed large stresses on hull form, so they were carefully built and reinforced using top quality materials. Mylne and his namesake nephew encouraged contemporary designers and builders to keep standards high to achieve good value for the first owner and subsequent ones – though they would all doubtless have been amazed to see so many of these boats still sailing in the 21st century.

#### PASSED THROUGH MANY HANDS

However, *Valdai* has had a hard life with many owners, unusually little racing and episodes of neglect. One previous owner, seeing her newly restored, was moved to say that she has at long last reached a loving family. “I doubt that she has ever looked as impressive as she does now since the day she was launched.”

She was built at the well-known Bute Slip Dock Company in Port Bannatyne on the Isle of Bute, for one Robert Clark of Glasgow, who along with his brothers commissioned a number of Six Metres, all beginning with the letter ‘V.’ He very soon sold her to Dr Robert Carslaw of Rhu, Dumbartonshire, who converted her to a cruiser and renamed her *Rovan III*, basing her on the Clyde at Greenock. He cruised her on the west coast of Scotland with his family, having installed a Stuart Turner engine and a forward hatch.

She changed hands several times after the war, becoming *Mameno*, then *Valdai* again when George Andrews of Newcastle took over in the 1950s. He let his teenage son John sail her with two friends, one of whom was Ed Cartner, who remembers the time fondly. They day-raced the boat under the burgee of the Royal Northumberland Yacht Club.

“*Valdai* was fast and wet, sailing through short seas rather than over them,” Ed said. “During one race, we had a fairly heavy collision with another Six Metre, *Rozelle*, that took a chunk out of our forefoot and resulted in a minor start of a seam at the stem. She seemed to suffer a slight but persistent leak after that. Needless to say, guardrails, lifejackets, flares, VHF and other ‘softy’ equipment was unknown, but we did carry a Fairey Duckling dinghy on long trips.

“Once John and I had shown we could handle *Valdai*, Mr Andrews allowed us to take the boat away during the long summer holidays from school. We would be at sea for up to three weeks at a time and usually headed north to visit havens and harbours of the Scottish southeast and the Firth of Forth. Occasionally we would be invited to join a local club race. Things were primitive, but perfectly adequate for adventurous teenage lads.”

Ed’s sister bought *Valdai* in the late 1960s and sailed her out of Sunderland until 1972, when she was bought

*Previous spread and above: Valdai put in a creditable run at the British Championships off Mylor, Cornwall*





Above: The boat was retimbered  
*Clockwise from right:* Tom Owen produced a full set of moulds to correct her shape; she had new floors and new African mahogany planks below the waterline; new decks in Douglas fir; but kept her 2½ tonne keel







## VALDAI

**DESIGNER**  
Alfred Mylne

**BUILT**  
Bute Slip Dock  
Co, 1930

**LENGTH**  
35ft 1in (10.7m)

**WATERLINE LENGTH**  
24ft 11in  
(7.6m)

**BEAM**  
6ft 9in (2.1m)

**DRAUGHT**  
5ft 3in (1.6m)

**SAIL AREA**  
469sqft  
(43.5m<sup>2</sup>)

by three new owners, Martin Royle, Philip Robino and Tom Sillwen and based in West Mersea, Essex. She was next identified in 1995, lying neglected on her side on the saltings of the River Deben in Suffolk. A man who hoped to buy her dealt with the Harwich Harbourmaster and the Receiver of Wrecks, who finally tracked down two alleged owners. They took the matter to court, and eventually she appeared for sale on eBay and was bought by Peter Wilson of Aldeburgh Boatyard, who began the process of saving her.

### CAREFUL RESTORATION

But it was boatbuilder Tom Owen who was to finish the job, and fortunately for *Valdai*, he had trained at the International Yacht Restoration School in Newport, Rhode Island. His interest in Tumblaren and in Scandinavian designers must have led fairly easily to an interest in Metre boats, and Six Metre expert Tim Street guided him towards *Valdai*.

The deal done, Tom had the boat transported to his yard in Fowey, where he realised she was badly out of shape and hogged, exacerbated by the loss of her deck. He had to redraw *Valdai's* lines and bring her back to the original shape, helped by the detailed plans left by Mylne, now part of the Mylne & Co archives owned by David Gray. Tom lofted the original plans, building and

installing a full set of moulds. Then the entire boat was retimbered and refloored with some good French oak sourced by John Moody in Modbury.

It certainly helped that Tom works with designer Ian Howlett, ex-chairman of the International Six Metre Association's technical committee. He had also worked with Andy Postle of Allspars rigging, who owns the classic Six Metre *Titia*, and Rees Martin, for many years Secretary of the British International Six Metre Association, and owner of a modern Six and a Tumlare.

About two-thirds of *Valdai's* mahogany planking above the waterline was saved, being of good quality and perhaps partly protected by the mud in her Deben berth. She also has her original mahogany backbone and transom, her lead keel and rudder. But there was plenty of wet plywood and glassfibre to remove from poor repairs over the years. Tom removed the 2½-tonne keel in order to replace the keelbolts with new bronze ones, and replanked the boat below the waterline with African mahogany.

Tristan Stone in Salcombe found some Sitka spruce through his father in British Columbia to replace the beamshelf and the deck beams, along with some 40ft (12.2m) lengths of Douglas fir to plank the decks. John Moody also provided some beautiful Honduras mahogany for the covering boards and kingplank, coamings and trim – a wood not easy to find these days.

“People stop to gaze, to admire her lines, her uncluttered deck layout”



Clockwise from top left: Close-hauled off Mylor; boatbuilder Tom Owen; *Valdai* before; and after. Above: *As Rowan III* in Scotland

*Valdai*'s mast needed to be repositioned and keel-stepped, an owner in the 1970s having reverted to a deck-stepped mast to save money at the time.

To strengthen the boat internally, Tom installed four ring frames, as per the class rules: two in way of the mast, one at the mainsheet track location and the final one where the runners are located. The two at the mast are rigged to take the full load through the shrouds, which come straight through the deck onto a metal tube. This tube is supported by the ring frames, and has an additional rigging wire and bottlescrew down to a metal plate that sits beneath the mast step.

The runner turning cheek blocks are mounted on a substantial box construction, which is bonded to the aft ring frame and bolted to the keelson, helping to spread the significant loads. And the forestay is mounted on a Bartels underdeck furler in bronze finish to match the beautiful Meissner bronze winches from Holmatro.

Tom had found three owners for *Valdai* who were able to be involved in the restoration process – Sir Robert Owen, his friend James Fairrie, and a Dutch colleague of his, Dirk Stolp. She was finished just in time to sail over from Fowey with a borrowed set of sails to the British Championships taking place at Mylor Yacht Haven near Falmouth, Cornwall. Her maiden voyage was a long one, due to lack of wind, setting out mid-morning and arriving at Mylor in the early hours of the next day, and racing a few hours later.

During the next few days, winds were lively, to say the least. It was a brave step to enter a fiercely contested championship with an untried boat, but it proved a good one. From that experience they were able to go on to the European Championships at Nynäshamn in Sweden, where they performed better still.

There will be more 'bests' to come as *Valdai*'s crew gets to know her, and meanwhile she is winning the beauty stakes everywhere. People stop to gaze, to admire her lines, her uncluttered and elegant deck layout. Her white aluminium mast looks good, but Tom is determined to build a competitive wooden spar for her further down the line, to show that it is possible.

*Valdai* will be much enjoyed. She's balanced both upwind and down, quickest in up to 12 knots of wind and able to catch the newer Third Rule boats, though after that, her lighter frame begins to tell against her. Like all Sixes, she's a wet ride, but that's part of the fun.

Meanwhile Tom has bought another exciting Six to restore: the 1947 David Boyd design *Marletta*, built to the Third Rule to race in the Olympics. She'll be subtly different, and a great temptation for anyone considering racing with Sixes. It's clear that Tom won't rest on his laurels for long, it's straight in to the next project. ©

Tom Owen, tel: +44 (0)7976 403120,  
www.classicyachtrestoration.co.uk  
www.6mjr.org.uk





Classic Yacht Restoration

12.04.13 10:45

# CLASSIC YACHT RESTORATION

+44 7976 403120 | [tom@classicyachtrestoration.co.uk](mailto:tom@classicyachtrestoration.co.uk) | Unit 4 Windmill Industrial Estate, Fowey, Cornwall PL23 1HB

Tom Owen is an experienced specialist in bespoke classic yacht restoration and wooden boatbuilding.

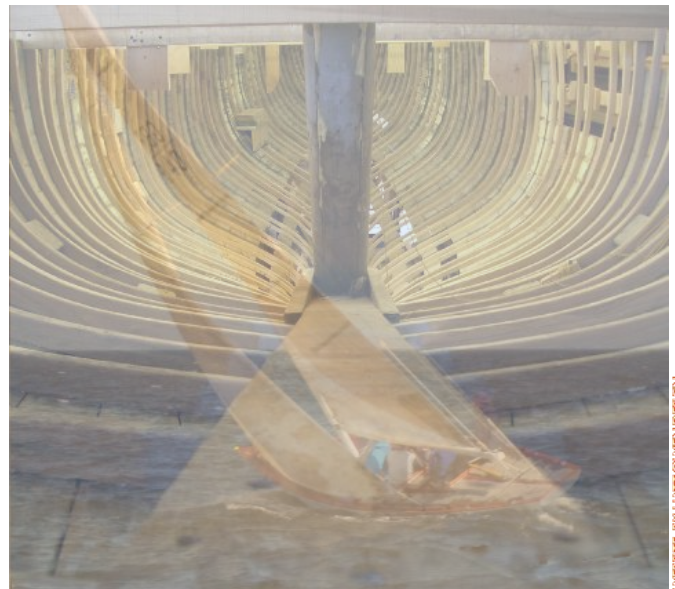
His particular area of interest lies in restoration and hand building light to medium displacement racing yachts and keelboats using traditional techniques and craftsmanship.

Tom's considerable reputation is for top quality work on wooden boats, from small dinghies up to yachts.

His experience includes working on the following projects:

- 19 metre Mariquita (Fife)
- 15 metre Hispania (Fife)
- Tumlaren - Bluenose, Astra, Zest & Alert (Knud Reimers)
- Tomahawk (S&S)
- Peggy Bawn (GL Watson)
- 6 metre Valdai (Alfred Mylne) Featured in January 2013 Classic Boat magazine

Tom's latest restoration project is the 6 metre Marletta designed by David Boyd in 1947.



PHOTOGRAPH BY PASTY GOWAN/FRIGEN



Tom Owen Classic Yacht Restoration Team prepare to complete their third classic six metre yacht and extend their restoration repertoire

After their Classic Boat 2013 award for the restoration of the 6mr Valdai, Tom Owen and his team in Fowey, Cornwall have started on the restoration of two more classic six metre yachts. Spring comes early in the southwest of the UK and Tom's workshop is busy with large and small restoration work.

The first 6mr is Marletta, a 1947 David Boyd third rule design built at Sandbanks on the Clyde for the Olympics at Torbay in 1948, requiring a new deck, ring frame strengthening and a new rudder. She has a beautiful shape very similar to both her sister Thistle, recently replanked by her owner Tom Richardson at The Elephant Boatyard, and Titia the slightly later Boyd 6mr that competed in the 1952 Olympics and is now raced internationally by Andy Postle and Brain Pope.

Most recently they have collected Piccolo, a 1932 William Fife III late second rule design built at Fairlie, from Stellendam in the Netherlands. Her new Scottish owners are delighted to be bringing another 6mr home

to the UK. She requires a new wooden keel and will also have her engine removed to prepare her for racing again in the UK. Tom and his team are also hoping to build her a new wooden rig, so that she can sail again with her Fife sisters on the Clyde.

If you have any restoration projects that you would like to discuss with Tom, please contact him at the following:

Tom Owen Classic Yacht Restoration & Wooden Boat-building

Unit 4, Windmill Industrial Estate, Fowey, Cornwall PL23 1HB, UK.

tom@classicyachtrestoration.co.uk or +44 7976 403 120

[www.classicyachtrestoration.co.uk](http://www.classicyachtrestoration.co.uk)





## Reports from France



### 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.



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)

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:.....

5<sup>th</sup> Crew.....Nationality:.....

6<sup>th</sup> 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)**

**2013**



### 1-6 JUIL 6MJL. OPEN DE FRANCE ET DE GRANDE BRETAGNE




Les classes métriques sont toujours les bienvenues à La Trinité. Le championnat d'Europe des 6mJl avait connu en 2008 un franc succès autant en raison de la qualité du plan d'eau, de l'efficacité de l'organisation et aussi au fait que tous les équipages étrangers étaient reçus dans des familles d'accueil. À l'Open, il y aura comme le nom de l'épreuve l'Indique, des bateaux français, des anglais - les Britanniques adorent la Bretagne Sud au mois de juin et aussi... des Suisses. Stefan O'Reilly Hyland, propriétaire du 6 M Tsigane (FRA 107), en charge de l'organisation de l'épreuve avec le club de La Trinité, table sur une quinzaine de participants. Parmi eux on note la présence du Junior de Yann Merilley. Le local de l'étape a tout gagné (notamment le Mondial à Helsinki en 2012) ou presque avec son bateau (l'ancien Gitana) et entend marquer son territoire avant d'aller défendre son titre au Mondial de la classe au mois d'août. Les 6M régatent exclusivement sur des parcours tactiques. Il y a deux catégories, celles de Modernes et des Classiques. 5 par bonheur plus de 20 unités faisaient le déplacement, le comité pourrait donner deux départs : le premier pour les Modernes et le suivant pour leurs aînés ■

**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

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

**Please debit my credit card**  **250.00 € (Entry fee)**

<input type="checkbox"/> <b>For credit card N</b>					
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<b>Expire Fin</b>					<b>3 last digits</b>	
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**Signature :** .....

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 \$).**

I enclose my entry fee.

The signatory agrees:  
 **To be bound by the Racing Rules of Sailing and by all other rules that**

govern this event,

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

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

**Owner/Skipper**

Selon l'organisateur de l'ISMA, Stefan O'Reilly-Hyland, nous attendons

6 bateaux français dont 3 modernes. Les anglais annoncent 6 yacht modernes.

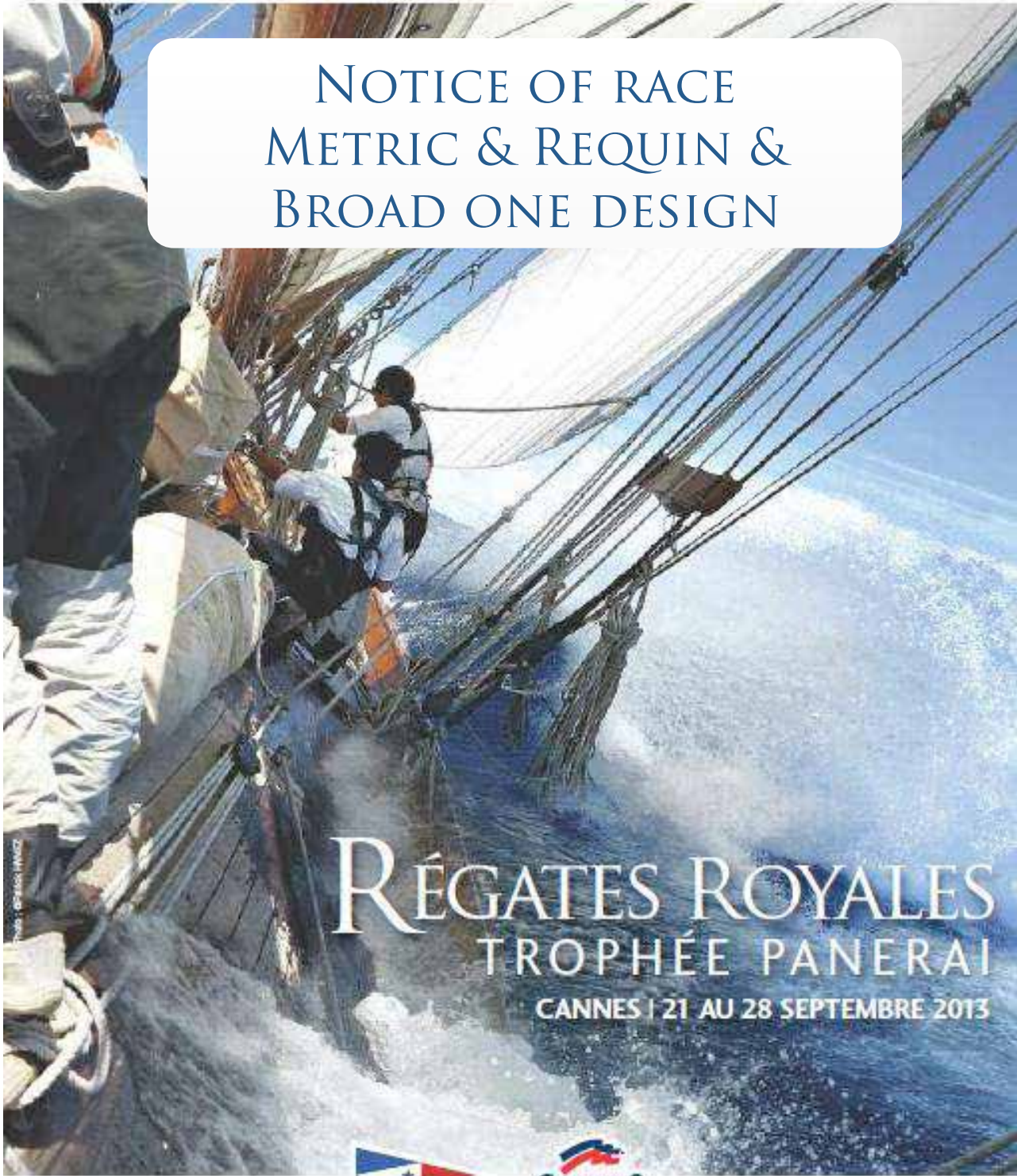
De la Suisse il y a SUI 104 qui participe. Junior FRAU 177 sera présent, ce qui laisse penser qu'il y aura une belle flotte de 10 modernes.

Nous espérons que d'Angleterre arrivent encore quelque classiques.





NOTICE OF RACE  
 METRIC & REQUIN &  
 BROAD ONE DESIGN



RÉGATES ROYALES  
 TROPHÉE PANERAI

CANNES | 21 AU 28 SEPTEMBRE 2013

A horizontal row of logos for the event's sponsors and partners, including Rolex, SAP, Volkswagen, Yacht Club de Cannes (founded 1900), Cannes Côte d'Azur (www.cannes.com), CCNED Général, and the Port de Cannes.

Information on the official website: [www.regatesroyales.com](http://www.regatesroyales.com)



Open the genoa

## Reports from Finland

The year started with the traditional Classic Symposium in conjunction with the Helsinki Boat Show. The idea of the symposium is twofold: to invite new people to the six meter class and to provide a gathering for the owners and crewmembers to reflect on the past year's racing and to plan for the next season. One of the highlights of the symposium together with the keynote speech by Halsey Herreshoff was the announcement of the restoration of 6mR Renata. She is a Gustaf Estlander design from 1927. Renata (L 6 ex. L 17) is one of the most celebrated sixes in Finland with an outstanding racing history. She has been out of the water for thirty years. The noteworthy thing in the case Renata is that this is the first time the National Board of Antiquities has granted financial aid for the restoration of a leisure boat. This can be seen as a remarkable turning point since from now on owners of other classic yachts can apply for financial assistance from the state.

Gustaf Estlander designed Renata for a very prominent yachtsman Henrik Ramsay. Ramsay was a politician, president of the Finnish Steamship Company and the chairman of both the Finnish and Scandinavian Sailing Federations. In 1928 Ramsay participated in the Grand Regatta of Sandhamn. Renata was honored with the title of the best six-metre yacht in the Regatta. She received the K.A. Wallenberg prize and several other prizes. Renata was the best Finnish 6mR yacht during the hot decades of six-metre racing from 1920's to 1950's. We are all keenly waiting for her return after the renovation is finished in 2016.

After being restored Renata will be used as the flagship of Club Renata – an association providing empowering experiences to young people in danger of social exclusion. The motto is: if you manage at sea – you will manage in life. The restoration project can be followed in Club Renata's web page ([www.clubrenata.fi](http://www.clubrenata.fi)). An interesting aspect of the project is that the environmental impact of the restoration will be assessed and compensated e.g. by planting rainforest trees.

Two videos from the symposium:

What makes a classic by Pasi Kaarto

[https://www.youtube.com/watch?feature=player\\_embedded&v=jBJ67qPyHtc](https://www.youtube.com/watch?feature=player_embedded&v=jBJ67qPyHtc)

Keynote by Halsey Herreshoff <https://www.youtube.com/watch?v=8yk5QHfCipc>

Esko Kilpi Oy Rehbinderintie 3 00150 Helsinki [www.kilpi.fi](http://www.kilpi.fi) Voice +358 400 501 800 Blog <http://eskokilpi.blogging.fi> Twitter @EskoKilpi Skype eskokilpi



Photographs of Renata



## Reports from Sweden

PETER NORLIN

7th MAY 1941 – 13th DECEMBER 2012

After a long and relentless fight against cancer, Peter had to finally take down his sails for good.

He quietly passed away in the evening of the 13th of December at the Ersta hospital in Stockholm in the presence of his closest family.

The sailing world is mourning him and we are all sending our thoughts to his family. We are all missing one of the greatest profiles in yachting. Peter was, as we all know, a great supporter and contributor to the Six metre class - both as one of the most successful designers, as well as, active participant - spanning over several decades.

The funeral will take place on the 11th of January at 11.00 AM at the Sofia church in Stockholm.

Stockholm, 20 December 2012

Thomas Lundqvist

President of the Swedish 6-Metre Association



Berne, December 16th, 2012

Family

Peter Norlin

Natgrand 3

116 68 Stockholm

SWEDEN

Dear Mrs Norlin and family,

It is with great emotion that we learned that Peter passed away. Before all, we wish you all the strength and courage to bear the loss of a husband, a father and a great friend to many others.

The entire community of the 6mJI sailors deeply regrets to lose a great friend of our class, a skilled yacht designer and sailor. For many years we have been meeting Peter and his crew at our international races and always regarded him as a fair and excellent sailor. Peter was open to all questions and would always be ready to provide advices to less experienced colleagues and friends.

I, personally, do well remember Peter sailing with his son the Europeans 2010 in Brunnen, Switzerland, where we had a very good time. Last summer, in Nynäshamn, we all felt most sorry to see Peter not sailing and disease-ridden by his sickness. We will all have Peter in best remembrance.

We all hope that you and your family may have a bearable time of mourning. In this period grey clouds are hanging over all of you. But you can be sure that after a certain time the sky will get clearer, more sun will shine through and a lot of good recollections of Peter will come back into your life.

Please, be assured, Mrs Norlin as well as your family, of our thoughts and accept our sincere wishes for Christmas and a less doleful 2013.

In the name of all 6mR owners, sailors and friends of the class, very sincerely yours,

Beat Furrer

President ISMA



## A Fellow Designer Pays Tribute to Peter Norlin

Dear All,

I regret to inform you that it appears that Peter Norlin has died, perhaps yesterday.

The only notice I can find is here: <http://fredriksson.tv/2012/12/14/seglarvarlden-sorjer-idag-peter-norlin-dod/>

Peter was a significant contributor to our class, designing at least 20 six metres, some of which won the European and World Championships. He served on our Technical Committee for many years and was active as a sailor on his own six, SWE 133 Jungfrun. In 2005 Peter was honored with the Jean-Pierre Odero award for his service to the Class. Peter also designed many other boats, among them the seminal Norlin 2.4 Metre, one tonners, half tonners, and many other successful racing and cruising boats. Peter represented Sweden at the inaugural Queen Christina Nations Cup in 2003 at Port Madison, Bainbridge Island and will be long remembered by those present, and anyone else who knew him, for his graciousness, inherent good nature and excellent dancing skills.

I do not have contact information for his family, though it would seem appropriate for us as a Class to honor his memory with a card or message being relayed to his close kin. Here is the address from our website:

Peter Norlin  
Natgrand 3  
116 68 Stockholm  
SWEDEN

Best regards,  
Matt Cockburn

Our Six Metre Class is much like a family and in the middle of December it suffered the tragic loss of one of its most esteemed members, who died far too early after a long and wretched battle with cancer.

Recent converts to the Six Metres may well be unaware of the important role played by Peter Norlin in the Six Metre Class in the course of his 37 years of active involvement which began with his design of the 1975 World Cup winner Maybe X. We all think of our Class as one of great antiquity but we should recognise that those 37 years represent 35% of the years since the First Rule was formulated in 1907 and 47% of the years since the introduction of the Third (current) Rule in 1933. Continuity of this kind is one of the great strengths of organisations such as ours.

Peter was very special, beloved of all who knew him, and a Designer of exceptional talent who had a life-long fascination with, and passion for the design of all yachts but of Six Metres in particular.

A racing Class is fortunate indeed when a Designer of such genius decides that it will be the focus of a major proportion of his attention. To design, have built and compete (as a great and sporting helmsman) with boats of ones own is most rare and the value of such a committed approach to a Class is really beyond measure.

In Design, as no doubt in all matters, Peter was most independently minded. He came to the Sixes via his IOR successes which started in 1969 with his wonderful "Scampi" Half Tonner, and the many other winning designs to that Rule that were to follow. We live in a World where computers and computed numbers have a habit of being treated with extreme reverence, but a good eye, feel, intuition and experience have far greater impact when it comes to shaping successful racing yachts as complex as Sixes. Peter had these characteristics in abundance, combined with an admirable modesty.

We first met at the 1981 Romanshorn World Cup and since that time had been in distant contact but in a very special way. Peter was a linchpin of the Technical group that tried to provide the Class with good advice on so many issues. His views were always well considered and precise, full of good sense and humour; most importantly they always had the well being of the Class to the fore.

Peter too was never afraid to express his views ....

On cockpits and their very restricted size "Six Metres should be hard to sail ... it is one of the things that makes them special"

On the sinking of "Scoundrel" in 1999 "why try to raise her ? why not just leave her down there and build a new one ?"

Following the World Cup in Seawanhaka in 1987 (Norlin designs placed second and third) he was slightly sceptical about the benefits of wings and trim tabs. However, his views on wings were modified after trials between "Notorius" and "Cool"/"Scylla" in 1988 and he then set about designing his own style of winged keel that would in time be refined so successfully.

Enabling the next generation to taste the magic of the Sixes was very apparent in his crew selection ; his kindness too in helping others was most evident.

The results in Nynashamn (three out of the first four boats) last summer were a most fitting acknowledgement of Peter's lifetime of excellence in design and the overall victory of "Valhalla" ( the re-keeled 1981 "Sea Travel") a real triumph in his home waters which are so perfect for the racing of Sixes. It was just great that he was able to be there to see the racing.

We have lost a delightful friend who was a true "Guardian of the Spirit of the Six Metre Rule". Whilst his beautiful designs will provide a lasting legacy , let us not forget Peter, his passion for the Sixes and his major contribution to the Class.

Ian Howlett; Oxford; April 2013

## Peter Norlin:

# »The Six Metre- My Dream Boat«

by Lars Porne

The first boat Peter Norlin ever designed won the Half Ton Cup three times in a row. The first six from his hand won the World Cup and now he gets more orders for sixes.

Peter Norlin, 35, of Stockholm, Sweden, is one of the most successful yacht designers in the world. His latest great success was the victory in the one ton class of the SORC series where his one-off "Agnes" was outstanding.

In style and craftsmanship, many people regard the World Cup winner "May Be X" a masterpiece.

"In a way, it is my dream boat", says Peter Norlin. "I was always fascinated by R yachts, and especially the big twelves competing for the America's Cup have interested me."

Peter Norlin sketching the features of his successful design "May Be X".



The builders of May Be X have now ordered another six from Norlin to be built in GRP. If the interest proves to be big enough, the Yachtexport KG plans to make a form for a series of Norlin sixes.

Other Swedish yachtmen from other classes have decided to try their luck in the six metre class – and order their boats from Peter Norlin.

Another Norlin project is the reconstruction of an old Tore Holm six from 1934, the "Marianne". She keeps her sleek classic shape over the water line but has got a top modern Norlin designed underwater body and a negative stern.

She will appear on the racing courses next summer together with other Norlin boats.

Peter Norlin designed his very first boat in 1969. He named it Scampi and won the Half Ton Cup in it. He lacks education for boat designing, has no test tanks, wind tunnels or computers.

But his boats always win. How is that possible?

– I know the sight of a fast boat. I am an experienced yachtman.

– And the six metre class is very interesting thanks to the rich possibilities of development. To design a new six metre is really a challenge, he added.

Norlin's latest design is May Be XI, a GRP construction intended to win the 1977 World Cup. She is considerably shorter, beamier and lighter than May Be X.

– In fact, as a designer you are much more cut down when drawing a six metre than when drawing an ocean racer. It is much more difficult to make a breakthrough at the drawing table.

– The difference between the boats is smaller and the designer is of less importance, Norlin says.

– In other words, it is more difficult to design a winner.

– Displacement and sail plan are locked, but the design can still vary a lot. There are several types of sixes sailing around.

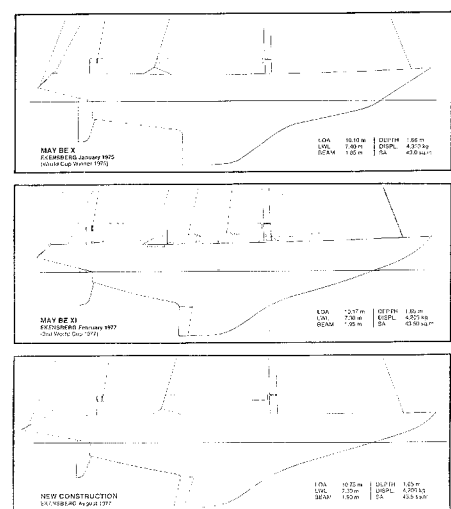
The May Be XI has no resemblance to her older sister, May Be X. Her bow is curved in an old fashioned way and her lines completely different.

– Although the rule cuts you down, it is possible within the limits to create quite different boats, Norlin says.

In the forthcoming spring, Peter Norlin will set up an apparatus for testing scale models. Hitherto he has possessed no means of testing models in water but still most of his designs have proven to be successes.

### The Early Evolution of the Norlin Sixes

(ie Before the Coming of Winged Keels)





Measuring Classics

## Reports from USA

2013 North American Six Metre Association Calendar

### 2013 Puget Sound - USA

April 1 - ISMA/PSSMA dues due

May 17 - 19 – NOOD (National Offshore One Design) – Shilshole Bay – Seattle Yacht Club/Corinthian Yacht Club.

June 8 - 9 - Classic Mariners Regatta - Port Townsend - Open to all Sixes (glass included). We'll have our own start.

June 22 – 23 – Sir Thomas Lipton Cup – Port Madison

August 1 - 8 - ISMA World Cup - Flensburg, Germany

September 7/8 & September 14/15 - Events TBD in Vancouver, B.C.

September 15 - 16 - Star & Bar Regatta (King Olav V Cup?) - Shilshole Bay – Seattle Yacht Club

### 2013 East Coast - USA

April 1 - ISMA/NESMA dues due

April 6 - New England meeting. Lunch at Moorings, 12 noon, 1:30 meeting in the Harry Anderson library at the Seaman's Church

June 14 - 16 - NYYC Annual Regatta, Newport, R.I.

July 6 - 7- Tiedemann Classics Regatta

August - Herreshoff Classic Regatta - Bristol, RI  
September - Museum of Yachting Classic Yacht Regatta (Newport RI) [www.moy.org](http://www.moy.org)  
September TBD - North American Championships - Newport, R.I.

### 2013 Port Huron/Detroit – USA

June 16 – Detroit Classic Regatta: <http://detroitclassic-boat.com/index.html>

For detailed information on Port Huron Regattas: <http://www.phyc.org>

Halvorsen motor-cruisers and launches.

**OBITUARY**  
**Britton Chance Jr, 1940-2012**

The yacht designer responsible for three winning America's Cup yachts died this October aged 72.

His cup designs included major revisions to the wooden 12-M *Intrepid* for her defence against Australian challenger *Gretel II* (newly restored, see above) in 1970, as well as Dennis Conner's famous *Stars & Stripes* (1987).

He went on to establish Chance & Co in Essex, CT, famous for 5.5-M and 6-M racers. His designs have also won the One-Ton Cup, Gold Cup, 5.5-M Worlds and Astor Trophy. Chance, who lived in Lyme, CT, is survived by a daughter. *Barry Pickthall, PPL*

## Reports from Canada

2012 was a very busy, active season for 6-meter sailors in the Pacific Northwest. Here's what we've been up to:

### 2012 Season Review

The website [www.6mrvancouver.com](http://www.6mrvancouver.com) has also had many other notable stories of interest added recently. Here are a few of them:

[6 Meters on YouTube](#)


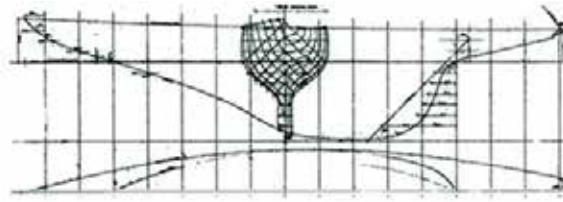
[Photos from the European Championships](#)

[6 Meter Restoration on the Westcoast](#)

William Mathews Brooks

4725 Thornton Avenue

Fremont, CA 94536-6408

**Team 6mR Vancouver**

**Pacific Northwest 6 Meter Rule Racing**

<a href="#">Home</a>	<a href="#">Who We Are</a>	<a href="#">SASKIA II (KC 19)</a>	<a href="#">CA VA (KC 12)</a>	<a href="#">GALLANT (KC 10)</a>	<a href="#">SOCKEYE (USA 119)</a>	<a href="#">LLANORIA (US 83)</a>	<a href="#">The 6 Meter Rule</a>
<a href="#">6mR Links</a>							

MONDAY, NOVEMBER 12, 2012


### Team 6mR Vancouver: 2012 Season Review

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, 1<sup>st</sup> and 2<sup>nd</sup> place finishes at the European Championships, plus a team of young sailors from Vancouver travel to Helsinki for the Queen Christina Nations Cup.



SASKIA II (KC 19) and CA VA (KC 12) being prepped for Wednesday Night racing at R.V.Y.C.

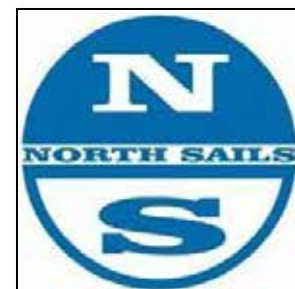
[Keep Reading...](#)

Posted by [Team 6mR Vancouver](#) at 6:33 PM 0 comments 

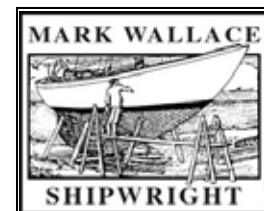
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Labels: [6mR Vancouver](#), [Review](#), [Season Report](#), [Team News](#)

WORLDWIDE LEADER IN  
SAILMAKING



MARK WALLACE SHIPWRIGHT



JESPERSEN BOAT BUILDERS



## President Woodrow Wilson Trophy : The Story Behind the European Championship Trophy

Grand sailing trophies come and go, but it's the classic cups - the one's that move from event to event and generation to generation - that seem to be the most special. All trophies have a great story behind them; who made them and why, the path they followed and the places they've been.



The President Woodrow Wilson Cup - 1915

The President Woodrow Wilson Cup, which was handed to the **winner's of the 2012 European 6-meter Championships**, is no exception. This historic trophy began its life being fought for by 6-meter sloops, so it is only fitting that it should once again be a prize of the 6-meter class.

This cup started life when it was presented by the current **President of the United States, Woodrow Wilson**, to the Panama-Pacific Exposition, an event that was raced in San Francisco in 1915 by 6-meters. Due to the ongoing conflict of World War I, many of the European nations chose not to send boats, so there were only 2 boats in the race that year; current European champion from Denmark, NURDUG IV, competing against the first 6 meter built in North America, the American boat LADY BETTY (US 1). After a series of 3 races, the first winner of the Woodrow Wilson Cup was the Danish NURDUG IV under Captain Meulengracht Madsen (King Christian X's personal representative), winning the regatta against Captain John Barneson, who was at the helm of LADY BETTY (US 1).

SUNDAY, OCTOBER 7, 2012

### 2012 6mR Queen Christina Nations Cup - Helsinki & Espoo Finland

A truly unique event in the 6-meter world - and sailing in general - is the Queen Christina Nations Cup. Conceived by 6-meter enthusiast Kimo MacKey of Bainbridge Island, Washington, the QCNC brings sailors together from around the world every summer for an opportunity to bond, share in culture and race 6-meters.



Each year the event is hosted by a different country, with teams from other countries traveling from far and wide to participate. Each QCNC event is unique and special in its own right.

[Keep Reading...](#)

Posted by Team 6mR Vancouver at 7:03 PM 0 comments 

[Recommend this on Google](#)

Labels: 6 meter, 6mR, ESF, Espoo Sailing, Finland, Helsinki Sailing, HSS, Marianned FIN 52, MAYBE IV FIN 53, MAYBE VI FIN 51, QCNC 2012, Queen Christina Nations Cup 2012

TUESDAY, AUGUST 28, 2012

### 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.

[Keep Reading...](#)

## Information of general interest

**Atrocia – a study of experimentation,  
risk and failure**

**Matt Cockburn**



Figure 1 - US 35 Atrocia

(c) Mystic Seaport, Rosenfeld Collection, #23767F

Where do people get their ideas? What drives the imagination? The improvements and innovations we all benefit from with new and successful ideas often represent the best of what has been ventured and risked. Our best attributes as humans, thinkers and dreamers often lead the way to progress. But, for every success there may be many failures. What did we learn from Atrocia?

Enthusiasts of the metre classes and those who have witnessed the weird and wild of the sailing world will appreciate the strangeness that was US 35 Atrocia, a 1927 International 6 metre design that bent the minds of observers of the time and challenged the aesthetics and the actual rules of our rapidly developing class.

Early in 1927 C. Sherman Hoyt and his partner, Harry Maxwell, commissioned the design and build of a new 6 metre for use in the various important races scheduled to take place on a busy Long Island Sound racing season throughout the summer. These races included the trials to defend the Seawanhaka International Challenge Cup and the Guldpokalen or Scandinavian Gold Cup. Though the boat is attributed in Lloyd's Register to Henry J. Gielow, Inc., the design is likely from Mr. Hoyt's own hand. Henry J. Gielow, Inc. was a very prominent naval design firm at the time and Mr. Hoyt was a partner in the company. It is not inconceivable that while Mr. Gielow or others in the office may have contributed to the hull shape, which is relatively con-



ventional for the time, Hoyt conceived and designed the most noteworthy element of the boat's original design – the rig and sail plan.

In Mr. Hoyt's own words, "We had decided to try a radical experiment where most of the sail area was in the fore triangle with only a small mainsail." The second iteration of the International Rule was in effect and Mr. Hoyt's aim was to exploit 2 "loopholes" in the way sail area was measured. First, there was no maximum height imposed on the headsail at the time, which meant he could have a hoist all the way to the masthead. The second part of the measurement rule he exploited was the fact that sail area was rated at 100% of the mainsail area and 85% of the fore triangle area. Mr. Hoyt goes on to explain, "Our object was to gain a much larger sail area off the wind..." It is useful to also note that "balloon" spinnakers were not yet in use, thus a typical spinnaker of the time looked like a billowy regular jib which was flown free with no spinnaker pole. With this solution, it could easily be imagined that the huge jib, eased out on a reach or run and held down and out by the clubbed foot, would have an enormous advantage. The mast was placed well aft and the enormous and heavy club footed jib meant "materially increasing its (the mast's) strength and weight to take care of the absence of distribution of strain obtained from the luff of a normal mainsail."

The boat was built at Henry B. Nevins of City Island, New York in the first half of 1927 and completed late – the day before her debut at Larchmont Race Week on July 16, 1927. Atrocia was painted orange on one side and gray on the other – Mr. Hoyt and Mr. Maxwell's respective favorite colors. Contemporary journalists in many sailing publications paid close attention to Atrocia and later described her as "remarkable", "peculiar",

“queer” and a “freak boat.” Her first races were not a good sign, though the conditions were challenging, to say the least. Atrocia streaked to the lead in anything resembling a fresh downwind leg, only to be repeatedly thwarted by light winds throughout the week. Her heavy and clumsy headsail was difficult to manage in light breezes and at the end of the series Harry Maxwell was disgusted with the performance of the boat. Mr. Hoyt bought out his partner’s share, and money being tight, moved the heavy original mast forward to a more conventional position in the boat.

With her changed rig Atrocia did not perform well enough in the trials to defend the Seawanhaka Cup, though Mr. Hoyt was chosen to sail another boat, US 33 Clytie, against N 27 Noreg and Magnus Konow. Hoyt and Clytie lost to Konow and Noreg 3 races to 2. For the trials to defend the Gold Cup, which was won by Herman Whiton with US 29 Lanai in Norway the previous summer, Hoyt and Atrocia again failed to find their groove. Cornelius Shields won the trials in Hoyt’s earlier design, US 12 Lea, to be the USA defender against 7 other nations. Sven Salen debuted the “genoa” jib and the series went out to the maximum of 7 races before Mr. Salen and S2 May Be won it all and in doing so, changed sailing and our concept of an efficient headsail.

Mr Hoyt’s words on the experiment show some wistfulness; “I am convinced that our theory was correct, but this was before the days of loose-footed jibs and overlapping jibs, to be learned from Sven Salen and his May-be that fall.”



So, what was learned from the Atrocia experiment? It could be argued that several issues prevented Atrocia from succeeding. The boat was delivered late, keeping her owners from trialing and getting used to her idiosyncrasies prior to racing. The mast was very heavy, and when moved forward would have had a bad effect on the balance of the boat and shape of the sails. The over-engineering of the spar would have meant higher weight aloft than other boats, which would work against her righting moment and cost efficiency in a class with very tight tolerances. She was late for the Seawanhaka Cup trials, due to weather conditions, missing the first 2 races in less than ideal conditions. Would changes to any of this have mattered had Atrocia faced Noreg in the Seawanhaka Cup, or squared off with the other boats and S2 May Be in the Gold Cup? Doubtful. In the end, Atrocia can only be called ill-conceived and a victim of too little preparation and some bad luck.

At the end of the season the maximum sail height rule was changed to be 9.75 meters and made retroactive. Mr Hoyt sold Atrocia almost immediately and built US 40 Saleema for the 1928 season and found success in Europe. Atrocia received a small coachroof and bounced around Long Island Sound through a series of owners until the mid-60’s. She changed names a few times – Christie, Caroline, Bob-em, Mistress and then eventually made it to Puget Sound, near Seattle. While preparing her topsides for fresh paint in the early 70’s, owner Stewart Biehl found the original orange and gray paint. Mr. Biehl entered Atrocia in the 1973 ISMA World Cup in Seattle where he placed 18th of 20 at the inaugural version of this bi-annual event.

C. Sherman Hoyt (1878 – 1961) was arguably the most famous yachting figure in the world in the first half of the 20th century. He sailed in and won many offshore races, sailed in nearly every America’s Cup involving the enormous J-class yachts, and was influential in yachting circles on Long Island Sound and beyond. Mr. Hoyt was a noted raconteur. He traveled the world and made acquaintance with various Presidents, Kings and Princes, Sir Thomas Lipton, the Dowager Empress of China, and Adolph Hitler among many, many significant and not so significant people. He was involved from the very beginnings of the 6 metre class in the USA and designed 5 sixes; US 12 Lea, US 24 Paumonok, US 35 Atrocia, US 40 Saleema, and US 52 Aprodite.

Atrocia recently surfaced in Big Fork, Montana and her current steward, Phil Coe, intends to start a full restoration in fall 2013. He’s considering whether he should make provisions to experiment with the original, radical rig.



Atrocia's particulars:

LOA: 34' 10" (10.617m)

LWL: 22' 6" (6.858m)

Beam: 6' 7" (2.0066m)

Draft: 5' 1" (1.55m)

Sail area: 475 sq ft (44.129m<sup>2</sup>)

Sources:

Sherman Hoyt's Memoirs - Sherman Hoyt, author

Yachting Magazine – October 1927, November 1927

The Rudder – August 1927, November 1927

The New York Times

Lloyd's Register of American Yachts

The Rosenfeld Collection – Fig 3\_ ©MYSTIC SEA-PORT

Attn. Louisa Watrous

75 Greenmanville Avenue

Mystic, CT 06355

USA

# Classic Boat Awards 2013

in association with 

## and the Winners are...

18,000 votes from 4,500 voters; 57 shortlisted boats, yards and people in 12 categories...

... listed over the next four pages. Eleven categories voted for by you, plus our own "Editor's Choice" to bring it up to the round dozen. So read on and find out how your favourite fared.

This has been a major exercise for us at CB, and a new venture. We wondered if there was the interest out there. We needn't have worried. In fact we've been bowled over by the response; 4,519 of you voted – not always in every category, the average was four per voter – but the total number of votes added

up (after we'd stripped out a few blatant cases of multiple voting) to 18,133 and the votes were pretty evenly spread.

The global spread of support was also impressive, with two Australian restaurateurs doing well, an Italian personality, plus Americans, Canadians, Dutch and French.

All of these boats, yards, and people have great stories, some of which we've already featured, and some which are still to come. Meanwhile, thanks to our headline sponsor Teamac, and all our great category sponsors.

**MOST VOTED FOR BOATS**

- Biche
- Morris A332
- Bizzozzi Bay 18

**MOST POPULAR CATEGORIES**

- Restoration Under 40ft (European)
- Spirit of Tradition (Rest of World)

**RESTORATION EUROPE OVER 40FT (12M)**

**1st BICHE**

Built in 1933, Biche is the only one of the so-called Dundee tunnyboats to have survived. Since her fishing career ended in 1952 she has been a training ship, a water boat and a museum exhibit until being abandoned in the mud at Port Rhu. She was saved in 2004, when the owners of Biche shipped her to the Goopt in Lorient. Restoration work costing 3m (€3m) has included complete planking, reframing, redecking, re-rigging and more. Biche is once more available for water. See also Letters, p96.

PHOTO: SIMON GILL/REDFERNS; BOAT: JOHN W. BROWN  
RESTORATION: YVES YVES QUENEC/33 tonnes

LASER BOAT APRIL 2013



**Runner-up THALATTA**

After a difficult three-year restoration, crossing three continents, Thalatta has returned to the water. She is now available for charter by the club of sailing boats and on the water will be the 4 and Coast Sail Boat.

PHOTO: ANDY WILSON/REDFERNS  
BOAT: 2006 6m  
RESTORATION: 10,000  
RESTORATION: 10,000

Hank Thayer scanned and sent these historic art pieces from Yachting magazine which may be of interest to readers of ISMA News.



A Berruth Yacht Yard  
With the 3rd Maine Yacht of America in the Background  
- This painting by Bill Star

yachting\_October\_1936

**EDITOR'S CHOICE**

**LUKE POWELL and FREJA**

What better choice, as CIB's former restoration award expands to embrace the whole of traditional boatbuilding, than Luke Powell who 19 years ago, in an act of faith, laid the keel of *Eve of St Mawes* and discovered a demand for new, hand-built wooden boats based on carefully-researched, proven designs from the era of Pilot Cutters. *Freja* is the eighth of his distinctive, individual craft (without which there would have been no Pilot Cutter Championships). Luke, historian, designer, craftsman, is now also an author: his book, *Working Sail*, came out in 2012.

**RESTORATION EUROPE UNDER 40FT (12M)**

**1st VALDAI**

Myline-designed 6-Metre *Valdai* from 1930 was safeguarded by Cornish boatbuilder Tom Owen until he found owners to bring her back to life. Boatbuilder Peter Wilson of Aldeburgh, and 6-Metre men Tim Street, Ian Howlett and Ross Martin also had a hand in her rescue (CB299).

LOA 35ft 6in (10.79m) DECK 6ft 9in (2.1m)  
BEAM 5ft 3in (1.6m)

**Runner-up STAR**

*Star*, designed and built in 1992, has just emerged from a detailed restoration by Costante in Italy.

LOA 26ft 6in (8.1m) DECK 20ft 6in (6.2m)  
BEAM 18ft 6in (5.7m)

**RESTORATION REST OF WORLD OVER 40FT (12M)**

**1st ADVENTRESS**

*Adventress*, built 1924, a 14ft 10in gaff cutter, was restored for a Turkish yachtsman in Maine, at leading yard Rockport Marine. She's an excellent example of the sort of big-yacht restoration so popular these days - a reinstatement to original purpose and appearance but with a nod to the needs of modern living (CB293).

LOA 48ft 2in (14.68m) DECK 13ft (3.96m)  
BEAM 14ft 6in (4.43m)

**Runner-up CORAL (OF COWES)**

The 110-year-old Fred Shepherd schooner is back after restoration in South Africa and Antigua (CB295).

LOA 60ft (18.3m)  
BEAM 13ft (4.0m)  
DRYDOCK 10ft (3.0m)

**RESTORATION REST OF WORLD UNDER 40FT (12M)**

**1st RENDEZVOUS**

*Rendezvous* is one of the eight or so 6-Metres built in Australia in the 1930s and 40s, in her case to a Wm Fife III design. In 1997, Sydney Harbour Wooden Boats reverted her to her original deck layout as a racer.

LOA 36ft 6in (11.14m) DECK 6ft 11in (2.1m)  
BEAM 5ft 2in (1.57m)

**Runner-up TERRA LINNA**

Tasmania's wooden boat *Terra Linna* carried out a major nine-year restoration on this 1860 cutter yacht.

LOA 28ft (8.53m) DECK 9ft 2.7in (2.81m) BEAM 3ft 9in (1.14m)

# Craftsmanship

## Yard News

Compiled by Steffan Meyric Hughes: +44 (0)20 7901 8055  
steffan.meyric-hughes@classicboat.co.uk



### HAMPSHIRE

## Watson motor launch and 6-M

At the Elephant Boatyard in Bursledon, Hampshire, the 6-Metre yacht *Thistle* from 1947 has just received a mahogany skin as part of a long-term restoration project, writes Peter Willis. Belonging to yard owner Tom Richardson, she was designed by David Boyd and built by Robertson's on the Clyde. She should be back in the water in 2013.

Behind her in the yard is a 50ft (15.2m) GL Watson-designed Staniland Class motor yacht from 1938, also undergoing a major rebuild.



Classic upwind



14 December 2012

International 6 Metre Class Association (ISMA)  
c/o Yacht Club de France  
41, avenue Foch  
Paris 75016  
France

Sent by email to: soh67@orange.fr

Dear Stefan,

**ISAF fee due on new 6 metres built**

The ISAF Executive Committee reviewed the Class Fee payable to ISAF and determined that the fee payable to ISAF from 1<sup>st</sup> January 2013 shall be **£419.64**.

Previously the Class Fee was a total of £409.40.

Please do not hesitate to contact the ISAF Technical Department ([technical@isaf.co.uk](mailto:technical@isaf.co.uk)) should you require any further information about this subject.

Kind regards.



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## News about Oui Oui

At this point I feel I have not done a good reporting job on OUI OUI D 15, a 1922 design from Norwegian Johan Anker. Because of limited time at the shop I don't know the names of owners or any history in the 70 years that it was in private hands in Koge Denmark, from 1927 until 1997. It was purchased or donated to the Kjobenhavns Amator Sejlklub in Copenhagen Denmark. One man, Erik Skovgard Jensen who lead the restoration, with volunteers, maybe able to tell me Monday if I can call him. Speaking English was a small problem.

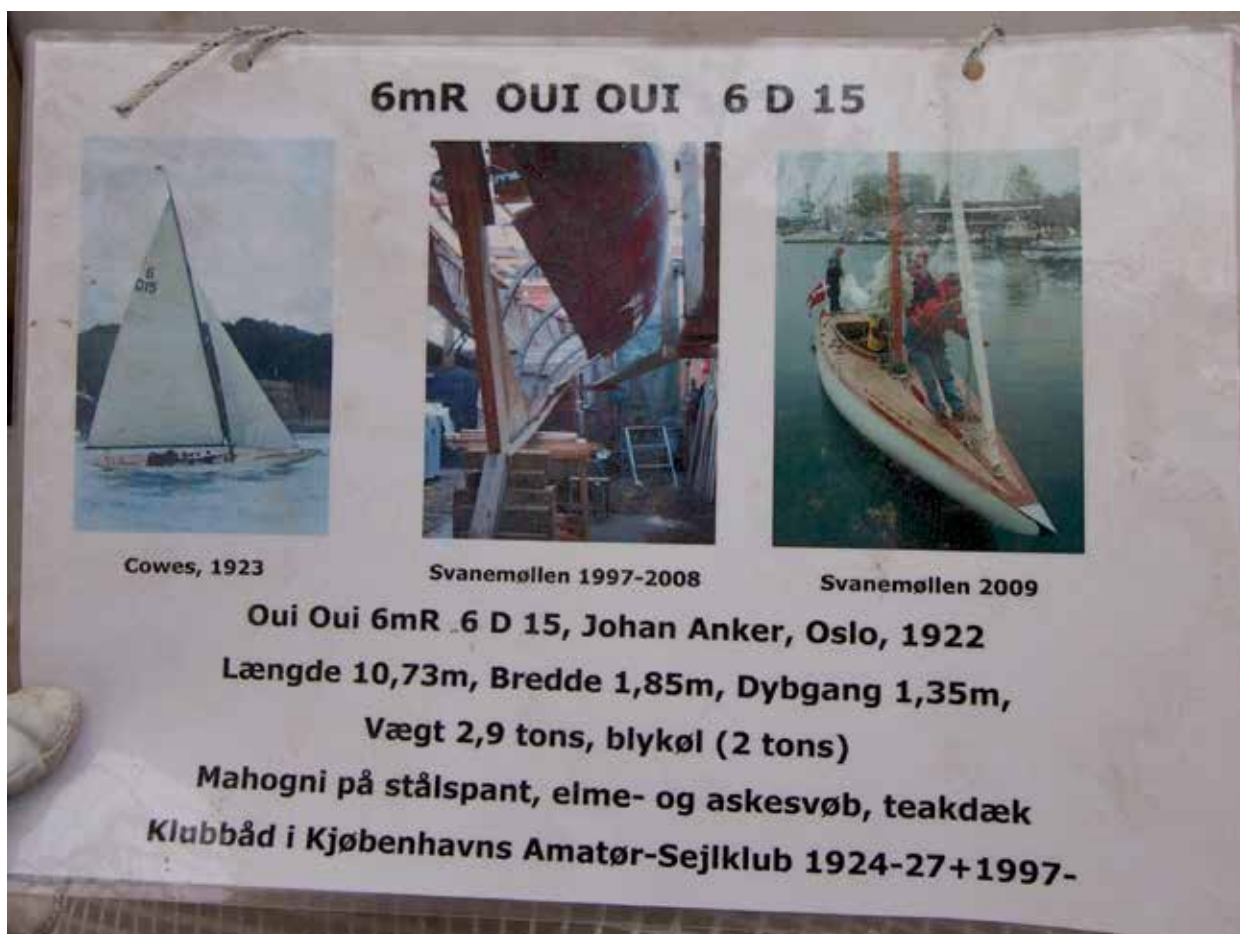
After KAS got the boat they started restoration in 1997 at Svanemollen removing the cabin, and refitting it to the nearly original Johan Anker design, from 1922. Rule 1,?, Rule 2 ,? . Completed and launched it in 2009 at Svanemollen. It has mahogany planking, steel frames. Stainless steel ,?

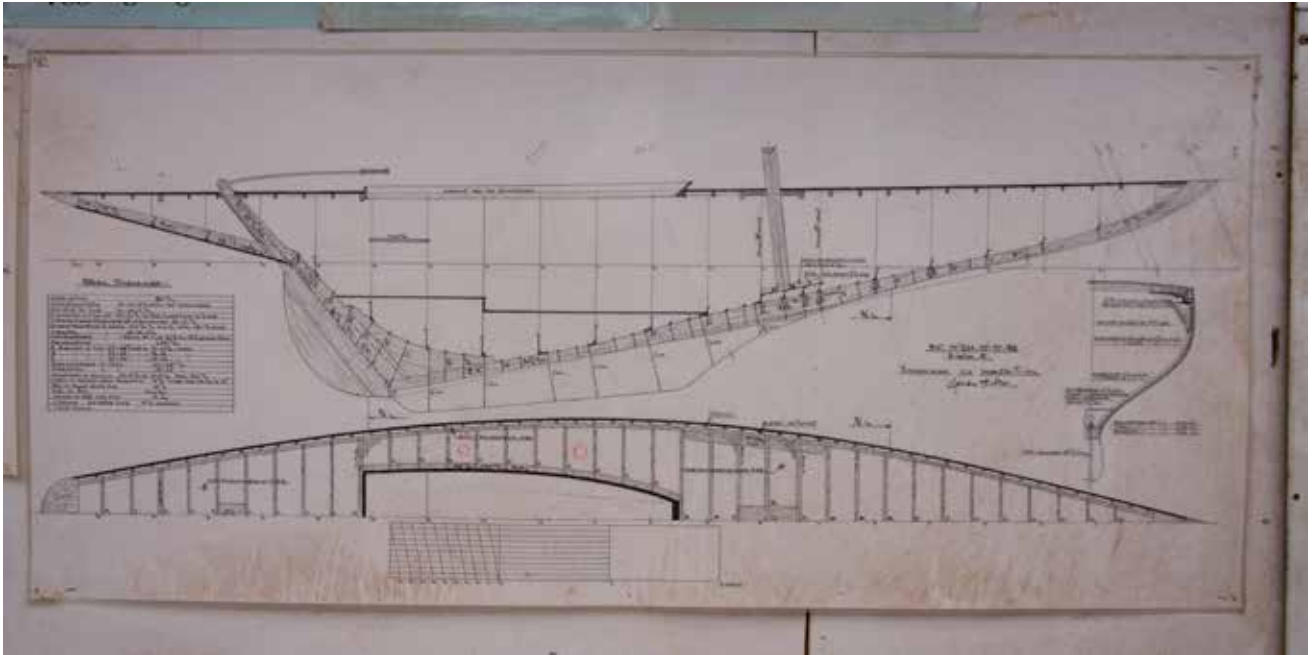
Tim Streets book may have some historical notes but my copy is in the USA. I know it races in Cowes in 1923. Race,?

I'm attaching photos of sail plan, hull design and some early photos which I have no caption ID's for.

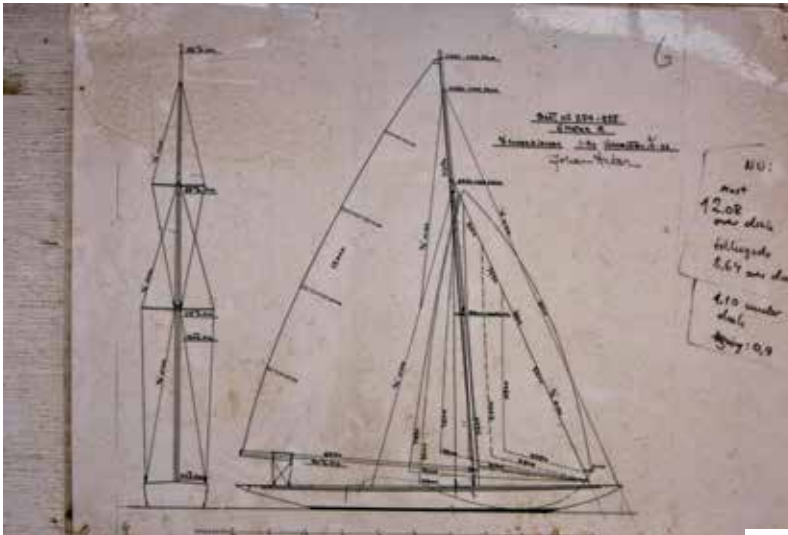
It competes only with local club boats and wins most races according to locals, but hasn't raced against any other 6mr's since restoration. This I cannot confirm. Anyone wishing to contact the club, Kjobenhavns Amator-Sejlkub, Svanemollehavn, Strandvaenget 43,2100 Kobenhavn O. Tlf.39 20 71 72 E-mail kas@kas.dk or www.kas.dk

PSSMA volunteer photographer, Dana Egholt Olsen





OUI OUI drawing 1922



OUI OUI sail plan 1922



Erik Jensen polishing bow piece



## Insight the New York Yachtclub



### INSIDE THE NEW YORK YACHT CLUB



One institution more than any other has helped restore the status of classic yacht racing, says *Chris Museler*



## ORK YACHT CLUB

“Having a classic boat was like a secret handshake...  
they knew what it took to get there”

If there is only one place in the world a sailor would call the holiest ground in the sport, it must be the New York Yacht Club's model room in midtown Manhattan. Nestled among the canyons of NYC, the stone façade resembles a galleon's stern. Inside, the clenched, defiant fist carved into the head of the schooner *America's* original tiller is intimidating enough. But it is the massive space to your left, a half-level up the marble stairs, that catches one's breath.

The collection of full and half-models is extraordinary, each jockeying for position along the walls and in their glass cases. This is the place where the tangible, touchable history of yachting and yacht racing resides. And until recently, those models were the last remnants of the boats that once made history in the grand races of the world.

Today, the club's flag officers and an enthusiastic group of its membership have committed to the newest genre of sailing: classic yachting and yacht racing. Last year, a new sub-committee was set up to support classic interests and there's a growing calendar of events. Gradually, the most significant and eye-catching yachts framed on the cloth walls of the model room have been brought back to life, either through detailed restorations or replications.

“Like most yachtsmen, I looked longingly at their lines,” says former Commodore Chuck Townsend, who races *Fidelio*, sistership to the famed S&S centreboarder *Finisterre*. “The grand prix boats we raced were becoming overpowering. I wanted to get a beautiful classic yacht that I was proud to own, had a pedigree to perform, and was comfortable to race with my lifelong crewmembers. It worked out beyond my wildest expectations.”

Another former Commodore, George Hinman, has also looked to a boat from his past to round out his sailing. “I recently started sailing aboard *Intrepid* again,” says Hinman, who crewed for Bus Mosbacher aboard the 12-Metre, winning the 1967 America's Cup. “We race hard, it's fun and there's great camaraderie.”



DAN NEEDY/NEW YORK YACHT CLUB

**Previous spread:**  
The breathtaking model room  
**Above:** The club's Manhattan façade, designed by Warren and Wetmore in 1898, resembles a galleon's stern  
**Below:** Bill Doyle accepts the 156th Annual Cruise award for his P-Class racer *Chips*

Hinman believes that classics serve an important role in a sailor's career. “For us as a club, our obligation is to keep as many people on the water as possible, no matter what the form,” he says. “Classics and other areas are keeping sailors in the sport. They have memories of growing up when these weren't classics. It's easy to transition.”

A wave of member interest led in 2004 to the club giving the classics their own start in the annual regatta. Since then, New York Yacht Club Race Week has added a classic weekend. In 2005, the club hosted the 100th anniversary regatta for the NY-30 class, which is among the seven one designs originated by the club. It also supported the 2009 Six Metre World Cup that saw a large classic fleet with members competing. And at the next World Cup in Helsinki, two boats were raced by club members: *Lucie* and *Totem*.

## OUT ON THE CLASSIC FRINGE

Since its inception in 1844, the club's membership has been defined by leaders, not just of industry, but trendsetters in the sport of sailing. From *America's* groundbreaking design and performance, through the many America's Cup races that followed and into modern times, ushering in the latest one-design classes and setting a high standard for hosting championship events, the New York Yacht Club has looked forward while remaining a steward of the sport's history.

In the 1970s, several of the members and others around the US saw in Jon Wilson's newly-published *WoodenBoat* magazine a confirmation of their desire to cruise and race wooden sailing boats. It was natural that those with such a strong tie to the history of the sport would be attracted to boats of the past and not the plastic, fin-keeled craft of the day.







DAN HEENEY/NEW YORK YACHT CLUB ©

"We didn't think racing against other classics would happen," says Queene Hooper Foster, a club member who began her racing career with a Concordia Yawl when glassfibre International Offshore Rule racers were in vogue. "We kept tweaking the rating to give us a chance to win the Bermuda Race. After a while that didn't work. Elizabeth Meyer and I would race our Concordia Yawls against each other and were happy with that."

Then, in the early 1980s, a classics trophy was awarded at the NYYC annual cruise. "That was a big part of it for me," says Hooper Foster, who was eventually the first woman to skipper a Newport Bermuda Race entry. "Other boats looked just like you and all of a sudden you have a family. There was something you knew

**Above:** The club's Manhattan library  
**Below:** Members dine in a room that mimics a large ship's interior

they were dealing with. The same problems, like mizzen staysail issues. It was instant comradeship. Having a classic boat was like a secret handshake. They knew what it took to get there: dealing with the varnish or braided line, and the traditional sails."

In 1986, she bought *Saphaetra*, the Aage Nielsen-designed yawl. This leap led to more Bermuda Races and eventually the 2001 America's Cup Jubilee in Cowes, where she was awarded silver by Princess Anne. "I don't know if racing her around had an influence on other members buying into classics," she says. "I do know I really felt the magic of sailing something so beautiful and sharing it."

#### BECOMING MORE MAINSTREAM

Around the same time that Hooper Foster and Meyer were racing their Concordias, the fledgling Museum of Yachting created the Classic Yacht Regatta, where a mix of large and small wooden boats gathered to race in Narragansett Bay. Classics of that period under the club's flag included David Warren Ray's Hinckley-built, Alden yawl *Nirvana*, and the 1950s flagship under Commodore John Nicholas Brown, the S&S thoroughbred *Bolero*.

As the classic racing scene grew, so did the number of boats flying the New York burgee from their pig sticks. Commodore Charles Dana, once owner of a Concordia Yawl, gave a Rhodes yawl as a gift to his daughter. Current Commodore Bob Towse has actively raced his Alden Six Metre *SYCE* and, of course, Halsey Herreshoff has raced a series of his family's designs including the NY-40 *Rugosa*.

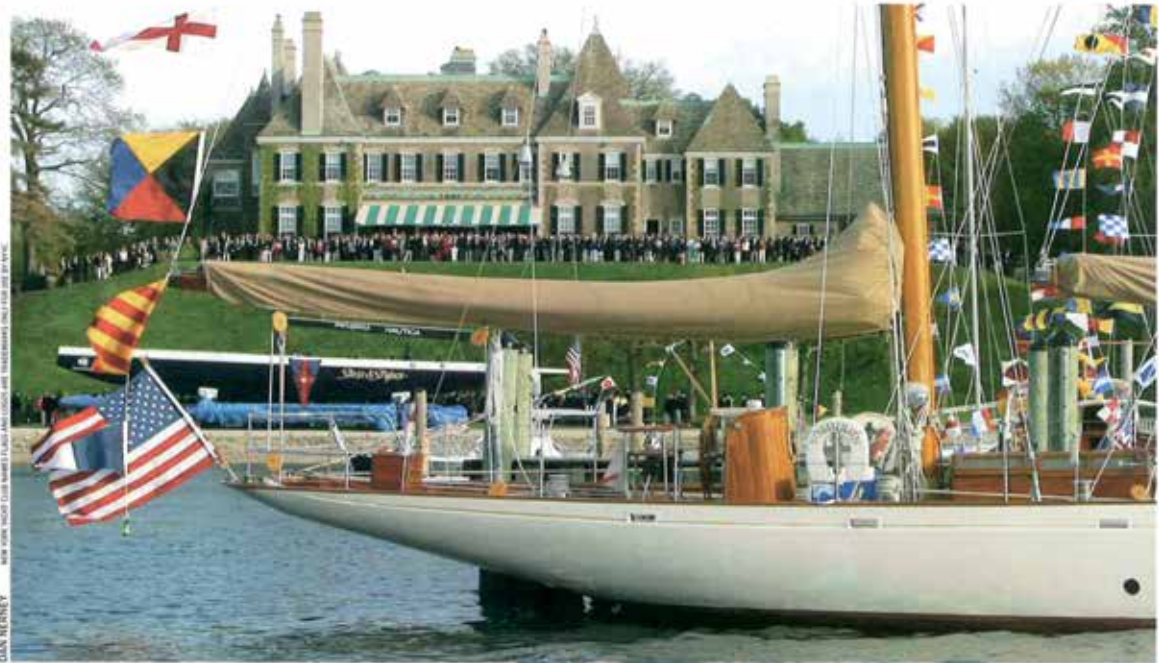
Members' classic interests extend far beyond the coast. After two transats, Hans Albrecht navigated the Northwest Passage in 2012 with his Hans Gruber-



DAN HEENEY/NEW YORK YACHT CLUB ©



## NEW YORK YACHT CLUB



designed yawl *Nordwind*. He raced neck-and-neck with fellow NYYC member Bob Towbin's Fife ketch *Sumurun* in the 2005 transatlantic race and, when the replica Herreshoff schooner *Eleonora* began racing in earnest, it was club member Zbynek Zak who led her across the line.

Club members left a classic stamp on the 2012 Newport Bermuda Race, with the powerful S&S yawl *Black Watch* winning her class among modern racers. And despite electrical issues, club member Matt Brooks was able to salvage a respectable sixth place in class sailing his Olin Stephens masterpiece *Dorada*.

Younger members, including Toby Rodes and Jesse Smith, have found their way into the racing scene through the classic Six Metre class. Both have raced in World Cups and club classic events in the Fife *Alana* and the Luders-designed *Totem* respectively. There is also a group racing the venerable Herreshoff S-Class on Narragansett Bay.

## CLASSIC COMMITTEE

Today, the club supports the growing number of members interested in sailing classic boats. Bill Doyle, co-owner of the recently resurrected NY-30 *Amorita*, sits on the newly appointed classics sub-committee. This is an arm of the powerful sailing committee, which oversees all the racing activities of the club.

"Originally, the classic committee was an ad hoc group created around 2003," he says. "Prior to 2000, *Amorita* would race against modern boats. We kept at it and said, 'We're going to show up.' At the very first race week, we raced in the spinnaker division. We would cross the finish line and the committee would wave and say, 'What a pretty boat', and forget to finish us."

At the 2012 awards ceremony, Doyle's Burgess P-Class racer *Chips*, co-owned by Jed Pearsall, won a coveted seamanship trophy and finished respectably among the




Above: *Sumurun* in front of the Rhode Island clubhouse, Harbour Court  
Left: Olin Stephens on board *Bolero*

more recent racers. This, Pearsall says, was a delightful surprise after all these years of simply "showing up".

With the addition of the sub-committee, Doyle says the club will be able to focus on improving classic events and regulations, an area that is still in development on both sides of the Atlantic. Lars Forsberg, one of the committee's first members, is steward on *Black Watch*. "New York has made a place for the classics," he says. "With the scattering of performance racing rules, some people appreciate the different tempo among the classics."

Whether it is competing overseas or in club events, NYYC members have become an integral part of the classic yachting community in the US and abroad. Perhaps it was inevitable: inspiration is all around at both the 44th Street clubhouse in Manhattan and the outpost at Harbour Court in Newport, Rhode Island. For members including Hinman, that's something special.

"On *Intrepid I* run up to the bow to clip something in and say, 'wait, I'm not supposed to be doing this anymore,'" he says, with the laugh of someone who knows all too well the perils that await a 12-Metre bowman. 

Tel: +1 212 382-1000, [www.nyyc.org](http://www.nyyc.org)

## Race Calendar 2013

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





## Closing words

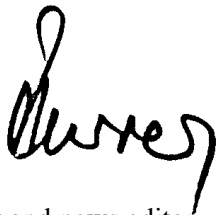
We had a strong and long winter. When this bulletin is written, also here in Switzerland, we have the first sunny days, some warmer temperature that makes us thinking to water our boats. Have a look at the notice of races of your club or those you can find in this edition. The more we sail and race, the better we understand and handle our boats on the race course. Happily the trophies are complete again. The lost KSSS trophy is again to win!

Do honour all the Yacht Clubs that offer us to race our wonderful 6mJI in their waters with your entry note and try to get completed your crew with young sailors. This will help us to held the class lively and also attractive.

The preview of my 6mJI season with the weeks in La Trinité sur Mer and Flensburg will be a nice compensation of producing the ISMA bulletins, that mainly means sitting in the office.

Have a good season and enjoy nice sailing in a friendly companionship!

Best regards



Beat Furrer

ISMA President and news editor



### **Mitwirkung: Collaboration: Participation:**

Tim Russel, Matt Cockburn, Ian Howlett, Thomas Lundqvist, Stefan O'Reilly-Hyland, Gilles Favez, Katrin Storsberg, Björn Storsberg, Oliver Berking, Paul Smith, Thomas Kuhman, Ismo Hentula, Toby O. Rodes, Henrik Andersin, Matt Brooks, Matt Cockburn, Kimo Mackey, Tim Street, Belinde Diethelm, Hank Thayer, Brian Byrnes, Esko Kilpi, Paul Smith, Tim Street Dana Olsen, Hank Thayer, William Mathews Brooks

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Photo courtesy Kathy Mansfield

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