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ISMA NEWS



International 6mJl Association

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Editorial

Dear friends of the 6mJI Class

Again in 2011 we have superb events to report on. I am proud being your president of a class that since more than a hundred years survives in such a lively way. Namely in Finland, but also in USA, France, England, Germany and Switzerland we have Clubs and individuals that made a devoted work as to offer our crews and yachts spectacular races and in a friendly ambiance. Thanks a lot to all of you that could not sail on our fabulous and partly famous yachts. We are aware that without the Sailing Clubs and the organisation team behind on shore and on the water we would not be able to announce the World Champions in Classic or Modern Class, we would not have winners of the French, British or Swiss Championship and even not a winner of the 2011 Queen Christina Nations Cup.

Sometimes I am asking me what contribution I can offer to all of you? May be that my main task to produce the ISMA bulletin that is spread over all continents in more than 400 copies helps to hold the Class informed over country's frontiers. But there are also things that I cannot help for. This is to reduce the cost of transport for our boats and to find interested parties who would build a small series of some new modern 6mJI with may be some different keels as to come into a next generation of 6mJI. Do we find teams to resolve this?

You hopefully find some interesting information again in this ISMA news. Enjoy reading it. By the way: please excuse the late release of this issue. My notebook was stolen October and I lost a huge part of the prepared bulletin that had to be re-edited.

Best wishes, have a good wintertime and an excellent start in the New Year

Yours Beat Furrer, editor of ISMA news



Presidents message

It is your turn not only to own a 6mJI, to have it in your boat collection, but to race it. We have to pay compliments to our American friends. They did transport their 6mJI to Finland to participate in the World Cup 2011. On the other hand I was really disappointed by the low number of modern yachts in Helsinki. There are Moderns nearer to Helsinki than from the French Atlantic coast or the centre of Switzerland.

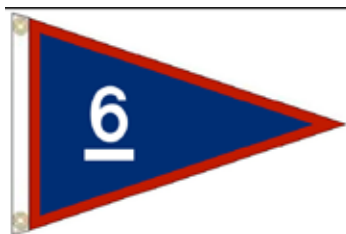
Now we will have the time to maintain our yachts... and to prepare the coming season. Planning early resolves so many troubles! The highlight 2012 will be the Europeans in Nynashamn, Sweden, but I am convinced that more and more also local events as the French/British event in La Trinité-sur-Mer, the Classic events in Flensburg or the Coupe Rothschild in Switzerland will offer opportunities to meet friends of the class. Ask young people to sail with you. The thrill offered from the 6mJI cannot be felt by looking at photographs, it's on the water in racing that we can find our followers. By the way, being with younger people together prevents you to get old!

I hope that you pass a nice wintertime and that we all will meet us again on the water in next season.

Beat Furrer, ISMA President

ISMA International Six Metre Association

Official news



Minutes of the 39th Annual General Meeting 2011

International 6 Metre Association ISMA

Held at the Scandic Crown Grand Marina Hotel, Linnankatu 32, Helsinki, Finland, at 19:00 hours on August 8th 2011.

Present: Beat Furrer, President, ISMA; Stefan O'Reilly-Hyland, Hon. Secretary; Paul Smith, Committee Member of ISMA & Vice-President for GB, Thomas Kuhmann, Vice President for Southern Europe, Issuer of the Minutes of Meeting, and 21 members and associate members.

Guests of Honour: Bernt Høgberg, Commodore; Jan Klingeborg, Vice-Commodore, Nynäshamn Yachtclub, Nynäshamn, Sweden.

Minutes of the Meeting

1. Welcome

President Beat Furrer welcomed all participants to the 39th International 6 Metre Association's Annual General Meeting and invited ISMA Hon. Secretary Stefan O'Reilly-Hyland to act as secretary for the meeting and Thomas Kuhmann to take the Minutes of the Meeting.

2. In Memoriam

The meeting stood in silence in memory of those members, crews and friends who passed away during the year. These included Laurent Thierry-Mieg, owner of FRA 99 Vert Galant (Johann Anker, 1933).

3. Apologies for Absence

Tim Street, Chairman of the Nominating Committee, Tim Russell, Honorary Treasurer, Ian Howlett, Chair-

man of the Technical Committee, Matt Cockburn, Chairman of the Classics Committee, Brian Pope and Robin Richardson of Great Britain had submitted their apologies for absence.

4. Minutes of the Previous Meetings

As no comments have been received during the year, the Secretary proposes that their reading be waived.

The Minutes of the previous AGM in July 2010 in Brunnen were approved by the meeting and will be signed by the President.

5. Number of Votes per National Association based on 2010 dues paid

The voting numbers resulting from paid memberships in 2010 were prepared by the Honorary Treasurer, showing voting figures as follows:

Nation	Votes	Spokesman
Finland	7	Eero Lehtinen
France	8	Stefan O'Reilly-Hyland
Germany	4	Björn Storsberg
Great Britain	19	Paul Smith
Lake Konstanz	7	---
Sweden	5	Thomas Lundqvist
Switzerland	19	Beat Furrer
North America	16	Rainer Müller
Netherland	1	---
Total:	86	

6. 2010 Accounts/2012 ISMA Dues

In absence of Tim Russell, Stefan O'Reilly-Hyland presented the accounts on his behalf. With a surplus of € 2.714 earned over expenditures and cash at the bank in the amount of € 30.991, the financial situation of ISMA is sound; however, as outlined by the President, to a large extent resulting from income received from sail labels. ISMA presently has 105 full subscriptions and 4 associate memberships. 159 sail labels were sold. The Financial Statement as of 19th July 2011 was circulated in the meeting room.

7. President's Report

Beat Furrer outlined that the President and Executive Committee's activities in the reported year consisted in keeping the class alive, improve the website, circulate the bulletins and keeping relationships with the individual National Class associations. The President thanked these individual associations and fleets for their contributions to the class.

The President also recalled on the great success of the Brunnen Europeans 2010, with relatively few participants, but a very good racing and social programme. The President further noted, that the local fleets focus very much on themselves and that for future international events more attention has to be paid esp. to cover the transport expenses by sponsors or otherwise.

420 issues of the bulletin have been circulated to members, clubs, etc. in the reported year.

8. Elections/Reminder

The President outlined that in 2012 mostly all posts have to be re-elected, and that the long-term Chairman of the Nominating Committee, Tim Street, has withdrawn from this function for next year. Henrik Andersin has declared his availability to act, from 2012 onwards, as the new Chairman of the Nominating Committee and has been elected by unanimous acclamation vote of the members.

Henrik Andersin will shortly start collecting proposals for candidates for 2012.

9. "Unloved Boats" 1965 – 1971

The President Beat Furrer reported on the decision taken in Brunnen for the so-called "unloved boats". He asked for the understanding of the class, that the decision taken to have them sail with the Classic Fleet for a trial period was revoked by him and the Executive Committee "by practical decision", more than a legal one. The President announced that a new proposal will be presented in the AGM 2012 for final voting, most likely suggesting that the semi-moderns sail with the

Modern fleet and have their own trophy. Henrik Andersin noted that in total there are 14 boats concerned, seven made in wood and 7 in glass fibre. Hans Oen noted that despite the intensive discussion on this issue, none of the concerned owners has actively participated in it.

10. Technical Committee Annual Report

In the absence of the Chairman or any other representative there was no presentation.

11. Classic Committee Annual Report

In the absence of the Chairman or any substitute there was no presentation on the work of the Committee. Peter Hoffman noted that the President and the Executive Committee should assure that the class is informed about the activities of the Committee by an appropriate report. The President will follow-up on the matter.

12. Classic 6 Metre Newsletter

The President informed that the long-term editor of the Classic 6 Metre Newsletter, Basil Carmody, would like to discontinue and is looking for a new volunteer to take over the task. The President passed this request on to the members. No volunteer came up during the meeting.

13. Seven Questions to be Voted Upon

The following topics were touched and either decided or transmitted to the bodies concerned:

A) Championships

Europeans 2011 Nynäshamn, Sweden (decided 2010):

Thomas Lundqvist of Sweden, Jan Klingeborn/ Bernt Høgberg, Commodore/Vice-Commodore of the Nynäshamn Yacht-Club gave an extensive presentation on the Europeans 2012, being part of the official 100 year celebration of the Olympic Sailing Games in the same place in 1912. The 6 Metre Europeans will include an extensive sailing programme involving more classic boats with Olympic status back in 1912, and will be from July 20 to 27, 2012. Accommodation is available in the yacht-club itself or in the vicinity. The commodores suggested to make early bookings for lodging. For winter storage, for which there is a space problem, interested members should contact the Swedish Class Association.

Worlds 2013, Flensburg, Germany (decided 2009):

Björn Storsberg reported that the World Cup will take place in the beginning of July 2013 in the Flensburg Fjord, organized by a very experienced local sailing club. Berthing and boat services can be provided before or after the Flensburg event, e. a. by the Robbe & Berking Classic Shipyard.



Europeans 2014, Falmouth, UK (Bisma Bid 2011):

Paul Smith gave a short presentation on Falmouth in South-Western UK, offering very good sailing conditions both on the open sea as in protected waters. The bid was accepted unanimously.

Worlds 2015, France:

Stefan O'Reilly-Hyland gave an outline on the World Cup project 2015 in France, focussing on the elements of finding a sheltered place, offering good logistics, having an experienced race committee, offering some good ambience, while maintaining an acceptable budget. Special attention will be given by the choice of the dates, making it possible for most participants to come. Rainer Müller remarked that for the U.S. early dates (May or June) would be optimal, as boats would then be sent by March or April. This would enable North American boats not to miss the rest of the season.

Brunnen, Switzerland 2016 (SSMA Bid 2011):

Beat Furrer informed that the Regattaverein Brunnen has repeated its invitation to the class to hold the 2016 Europeans again at lake Uri. Beat Furrer offers to organize the event. The bid was accepted unanimously.

Worlds 2017:

The President informed that there is both a bid by NASMA (North American Six Metre Association), as also by FSMA for Hanko, Finland. The President pointed out that the Finish bid has come in later than the North American one and that in order to keep a balance between Europe and North America as well as the

international ISAF status of the class, it is mandatory to bring the international regattas back to the U.S. this time. Rainer Müller outlined that the North American Class Association will consider the Puget Sound or Long Beach, San Diego, and San Francisco in California. NASMA will study the project in more detail if acclaimed by the AGM, including the choice of the dates, which could be October or November to give Europeans a full season before going to the U.S.

Consequently Eero Lehtinen proposed to consider moving the Hanko Bid to 2019, while the North American Bid was accepted unanimously. NASMA will present more detailed plans in the AGM 2012.

Further to proposals originating from Finland, questions B), C), D), E) and F):

B) Measurement certificates

After intensive discussion it was unanimously decided - to extend the validity period for measurement certificates from two to four years, expressly subject to ISAF's agreement,

- any boat that has undergone a change that could affect its measurement certificate will be required an instant renewal of her certificate.

C) GPS

Use of GPS: Based on a presentation by Eero Lehtinen and an intensive discussion it was decided by 49 majority votes that the use of GPSs during racing shall remain banned. Use of GPS is however permitted until warning signal of race is given.

D) ISMA Bulletin

Based on a proposal made by Eero Lehtinen, an intense discussion took place. The main comments then made were:

- in all cases, there should be first an alternative approved by an AGM before discontinuing the existing Bulletin or combining electronic communication and printed material,

- it appears crucial that whatever is done will contribute to promoting the class towards clubs, friends, sponsors, people...,

- any future approved route and package will have to be linked to a commitment from a group ready to do the work for a minimum initial period of several years,

- financial back up of any new route should be clearly established beforehand.

It was decided not to vote on the proposal published in the AGM's Agenda, but to study in more detail the entire future communication package of the class, includ-

ing printed or electronic newsletters and/or an annual “class book” qualified for internal but also external communication. An instant committee was composed with Thomas Lundqvist, Eero Lehtinen and Björn Storsberg. A proposal shall be presented to ISMA sufficiently ahead of time to be reviewed in order to have a vote at the AGM 2012.

E) Sail Label Fees

It was decided by 55 majority votes to keep the sail label fees at the present € 100 level.

F) Gold Cup

Based on a presentation by Eero Lehtinen it was decided not to vote on the issue, but to attribute the task to Eero Lehtinen to find out about the possibilities to bring the Gold Cup-Trophy back to the class. Final vote on this shall be made at the 2012 AGM.

14. Questions for Discussion

A) 50 mm flotation allowance for the Classic Fleet:

The issue was transferred to the Technical Committee to study the matter and review potential alternatives.

B) Gentlemen’s Agreement Policy for Replicas

After intensive discussion, the matter was transferred to the Technical Committee to study the issue and come up with a new proposal, if any.

C) Occasional skype telephone-conferences

The President noted that this is a viable technical tool which can be used in the future.

D) Financial contribution by ISMA to the national associations

The discussion showed that there seems to be no possibility/readiness that ISMA contributes to national associations organizing a championship. Henrik Andersin outlined that the present event in Helsinki is self-financed by 3 main sponsors with other sponsors providing services, the Finish class and the sailing club and that even a profit is made. Thomas Lundqvist contributed that ISMA should start to negotiate deals with sponsors, especially for transportation cost, leading to a much better financial situation for each upcoming event.

Outside of the agenda: During the discussion other topics such as the class’ general future, attracting young sailors, having boat pools for interested 6 Metre class members and increasing the number of international events per year came up, however, were not discussed in detail.

15. Jean-Pierre Otero Trophy

The President outlined that the trophy should this year be given to Tim Russell for his eminent efforts for the class, in doing the accounting, looking after the financial health of the class, but also being extremely helpful in any other context. The AGM acclaimed unanimously this decision.

16. Other Business

Peter Hoffman noted that the trophy originally presented by the Puget Sound Class has lost some parts and became damaged over the years, and that the President/Executive Committee should be better stewards of this trophy and should make sure that it comes back from its temporary holders intact.

Paul Smith proposed that all the trophies shall be insured and given out to holders against a receipt kept by the Secretary, thereby contributing to a better maintenance. The matter will be studied by the Committee further.

During the discussion it became also obvious, that the Djinn Trophy and the KSSS Trophy had been/are missing (in the case of the KSSS trophy since 2003). The President noted the problem, but said that the President himself and the Committee cannot assure the orderly treatment of the trophies.

The meeting was closed at 21:30 hours.

Thomas Kuhmann

Vice-President Southern Europe

19th August 2011



From the treasurer

Membership Subscriptions

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

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

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

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

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

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

HSBC Bank plc - Chichester Branch

94 East Street

Chichester

West Sussex

PO19 1HD

Sort Code 40-05-15

Account Number 60357406

Account Name: International Six Metre Association

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

Branch Identifier Code (SWIFT/BIC): MIDLGB22

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

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

Auburn Cottage

Church Road

North Mundham

Chichester

West Sussex PO20 1JU

United Kingdom

Or by e-mail to tim@timrussell.freemove.co.uk

Have you got your Sail Labels?

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

Accounts for 2010

I have prepared the accounts for this year up to 5 October, with a prediction for the end of the year. These accounts represent the total of both ISMA's bank accounts, with the sterling account converted into Euro at a rate of £1 = Euro 1.16. 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 the varying exchange rate has actually acted in our favour this year.

You will notice that there is very little difference between the situation now and the prediction for the year end. I do not expect any further receipts. It is still rather disappointing to see so many owners who only pay a subscription at the last minute when they attend a championship – without the large payment from the Finnish boats this year we would actually have fewer members than last year. And it is particularly disappointing to see fleets proudly publish results in the ISMA Journal and announce future events when the boats involved have paid no subscription.

However our income has been strengthened by an unusually large number of sail labels sold this year, and I am happy to say that this year the Association has been able to cover all its expenses. This includes the cost of the ISMA Journal and website, as follows:

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

The accounts are shown here:

INTERNATIONAL SIX METRE ASSOCIATION

**Financial statement at 5 October 2011
with prediction for 31 December 2011**

All figures in Euro (€) except where stated otherwise

Sterling account converted at £1 = € 1.16

2010		5 Oct 11	31 Dec 2011
<u>Income</u>			
7'300.00	ISMA Fees (Note 1)	9'270.00	9'270.00
80.00	ISMA Fees - late payment for previous year	110.00	110.00
80.00	ISMA Fees - advance payment for following year	80.00	80.00
3'200.00	Sail Labels (Note 2)	25'400.00	25'400.00
10'660.00	Total income for the year	34'860.00	34'860.00
<u>Expenditure</u>			
235.80	ISAF Subscription 2011 (£207.60)	240.82	240.82
8'835.72	ISMA News and website	21'764.70	21'764.70
1'000.00	Presentation expenses	0.00	0.00
1'350.00	Sail label expenses	57.10	57.10
567.58	Losses on currency exchange and bank transfers	-327.05	-327.05
127.29	Bank charges	110.91	120.91
12'116.40	Total expenditure year to date	21'846.46	21'946.46
-1'456.40	Surplus of income over expenditure	13'013.54	13'003.54
29'757.11	Balance brought forward from previous year	28'316.36	
15.64	Exchange rate correction from last year end	-0.01	
29'772.76	Corrected balance brought forward	28'316.35	28'316.36
28'316.36	Balance at bank	41'329.89	41'319.89
26'053.37	Euro account balance	40'251.22	
2'262.99	Sterling account balance	£929.89	1'078.67
28'316.36		41'329.89	
<u>Note 1</u>			
	Full	114	
	Associate	5	
<u>Note 2</u>			
	Sail labels sold	254	

ISMA Subscriptions – October 2011

Fleet	Boats	Payments received	
		Full	Associate
Denmark	5	5	0
Finland	33	33	0
France	7	7	0
Germany	5	5	1
Great Britain	14	14	1
Lake Constance	0	0	0
Netherlands	1	1	1
Sweden	8	8	1
Switzerland	19	19	0
North America	21	21	0
Individual	2	2	1
Total	115	115	5

From the official ISMA measurer

6mR 2011 World Cup Helsinki

Yachts data summary

To create the table with the yachts data every certificate has been re-checked from a calculation perspective. Three major calculation errors have been identified resulting in yachts measuring between 6.037 and 6.056m.

For NZL1 a 6mR from 1909 rating 6.037m, the yacht has been measured according to the third rule, taking into account the sinkage allowance it should be no problem to bring her back to 6.000m.

For FIN 19 Puckie from 1926, rating 6.054m a sail reduction will be needed. The calculation error occurs when calculating the Measured length (L1L1): the declared value in the certificate is 7.754m and it should be 7.883m. The measured length is the overall length (10.875m) minus the bow overhang at girth station (1.524m) and minus the stern overhang at girth station (1.468m) : $10.875\text{m} - 1.524\text{m} - 1.468\text{m} = 7.883\text{m}$ This error corresponds to an excess in sail area of 1.68m².

For FIN22 Merreneito from 1927 rating 6.056 a sail reduction will be needed. The calculation error occurs for the stern girth where the vertical height at stern to deduct is 0.968m instead of 1.368m as mentioned in the certificate. The vertical height is the stern freeboard (0.574m) minus 0.09m (measure between LWL plan and L1 plan), multiplied by 2 $2 \times (0.574\text{m} - 0.090\text{m}) = 0.968\text{m}$. The stern girth difference becomes 0.324m (instead of 0.191m as mentioned in the certificate). This error corresponds to an excess in sail area of 1.57m².

Guy-Roland Perrin

ISMA class measurer

President and secretary discussing
measurement with Guy Roland Perrin
©Gilles Favez



Classic data

Sail #	Category	Yacht Name	Designer	Design year	Build year	Record Weight [ton]	LOA	LWL	Jib	Main	Sail tot.	L1	B.Girth	S.Girth	L	2d	Freb.
KC10	Classic	Galant	Laurin	1947	1947	4.248	10.660	7.237	14.105	29.478	43.584	7.762	0.793	1.944	8.316	0.016	0.713
KC19	Classic	Saskia II	Fife	1934	1934	4.289	11.164	7.169	13.340	30.571	43.911	7.676	0.805	2.012	8.274	0.016	0.696
FIN12	Classic	Fridolin	Tore Holm	1930	1930	4.180	11.450	7.234	13.426	30.289	43.715	7.627	0.850	2.083	8.312	0.026	0.730
Fin19	Classic	Puckie		1926	1926	3.966	10.875	7.084	12.431	25.922	38.354	7.883	0.914	1.900	8.701	0.080	0.625
FIN 21	Classic	Klara Stjarna		1938	1938	3.860	11.408	7.000	14.089	30.158	44.246	7.638	0.828	2.028	8.268	0.028	0.729
Fin22	Classic	Merennito	Zake Westin	1927	1927	3.610	10.518	7.006	10.359	31.443	41.802	7.626	0.782	1.941	8.521	0.024	0.657
FIN24	Classic	Antinea	Einar Olofsson	1928	1928	4.006	11.200	7.047	13.674	30.380	44.054	7.617	0.835	2.060	8.248	0.072	0.739
FIN30	Classic	Raili	G.Stenback	1937	1937	3.909	11.472	7.001	15.021	29.569	44.590	7.643	0.815	2.040	8.246	0.028	0.730
FIN36	Classic	Joy	Tore Holm	1935	1935	4.255	11.610	7.286	11.603	31.722	43.324	7.720	0.824	2.003	8.347	0.022	0.728
FIN38	Classic	Mariana	Gunnar Jakobsson	1936	1936	3.942	11.671	7.117	12.307	30.675	42.982	7.677	0.840	2.014	8.370	0.024	0.730
FIN39	Classic	Jolanda III	Harry Wahl	1936	1936	4.120	11.514	7.190	14.089	28.241	42.330	7.771	0.851	2.144	8.439	0.006	0.730
FIN40	Classic	Fandango	Tore Holm	1937	1937	4.164	11.603	7.228	14.918	29.621	44.538	7.636	0.796	2.141	8.236	0.040	0.730
FIN43	Classic	Wire	Gösta Kymtzell	1938	1938	4.266	11.427	7.201	14.503	31.051	45.554	7.571	0.784	2.128	8.166	0.036	0.730
FIN44	Classic	Toy	Gösta Kymtzell	1938	1938	4.100	11.220	7.185	14.296	31.171	45.467	7.595	0.806	1.970	8.189	0.018	0.730
FIN49	Classic	SARA of Hangö	Gösta Kymtzell	1947	2005	4.135	10.835	7.207	13.936	28.740	42.676	7.795	0.813	1.970	8.387	0.032	0.730
FIN50	Classic	Alibaba II	Tore Holm	1948	1948	4.104	10.843	7.133	14.503	31.552	46.055	7.526	0.809	2.059	8.137	0.024	0.730
FIN51	Classic	May Be VI	Tore Holm	1946	1946	4.297	10.917	7.312	14.296	30.535	44.831	7.673	0.785	2.117	8.236	0.018	0.730
FIN52	Classic	Marianne	Tore Holm	1934	1934	4.137	11.551	7.226	14.503	30.214	44.717	7.630	0.798	2.062	8.255	0.008	0.730
FIN53	Classic	May Be IV	Tore Holm	1936	1936	4.183	11.539	7.160	14.420	30.709	45.129	7.585	0.810	2.090	8.205	0.028	0.730
FIN59	Classic	Sir IAN	Gustaf Estlander	1929	1929	3.930	11.352	7.102	13.094	30.814	43.908	7.547	0.780	2.030	8.152	0.012	0.741
FIN60	Classic	Off Course	Harry Becker	1940	1940	4.160	11.353	7.195	14.710	30.636	45.346	7.624	0.800	2.092	8.217	0.000	0.730
FIN61	Classic	SILENE III	T.Holm	1950	1950	3.874	10.619	7.100	14.918	32.280	47.198	7.521	0.807	1.932	8.105	0.038	0.721
FIN63	Classic	Borée II	Bjorn Aas	1937	1937	4.073	11.284	7.177	14.814	29.476	44.290	7.693	0.810	2.083	8.280	0.016	0.730
FIN66	Classic	Bambi	Knut Reimers	1946	1946	3.731	11.422	6.805	15.125	30.210	45.335	7.387	0.927	2.147	8.190	0.028	0.730
FIN67	Classic	Djinn	Olin Stephens	1938	1938	4.218	11.270	7.254	12.833	29.261	42.094	7.848	0.814	1.974	8.448	0.012	0.728
FIN69	Classic	Topp	Yngve Holm	1930	1930	4.406	11.718	7.364	13.674	30.113	43.788	7.689	0.805	2.167	8.334	0.000	0.763
FIN70	Classic	Borée IV	Sparkman Stepher	1962	1962	4.274	10.845	7.277	13.343	30.000	43.343	7.829	0.758	2.028	8.364	0.004	0.730
L72	Classic	ARA	Bjarne Aas	1929	1929	3.700	11.222	6.905	12.721	29.291	42.012	7.600	1.710	1.125	8.346	0.032	0.727
FIN35	Classic	Elinore	Einar Olofsson	1934	1934	4.279	11.600	7.301	14.503	31.187	45.690	7.592	0.773	2.150	8.176	0.016	0.730
GBR48	Classic	Caprice	James Mc. Grue	1946	1946	4.2	11.475	7.166	13.733	27.840	41.573	7.798	0.896	1.906	8.481	0.022	0.730
GBR-12	Classic	Nada	William Fife	1929	1930	4.240	10.995	7.093	14.113	28.202	42.315	7.616	0.849	2.119	8.338	0.058	0.680
GER30	Classic	Mena	Ch.Nicholson	1946	1946	4.300	11.222	7.286	13.939	28.650	42.589	7.850	0.773	1.943	8.394	0.018	0.719
G17	Classic	Sleipnir II	Abeking & Rasmus	1935	1935	4.260	11.587	7.285	13.178	28.787	41.966	7.899	0.785	1.980	8.455	0.016	0.730
GER 28	Classic	Lillevi	Zacke Westim	1938	1938	4.000	11.668	7.100	12.780	29.520	42.300	7.752	0.836	2.055	8.409	0.024	0.712
NZL1	Classic	Scout	Ewen	1909	1909	3.780	9.806	7.007	14.942	26.505	41.447	7.566	0.812	1.901	8.294	0.106	0.530
NOR80	Classic	Elisabeth 10	Bjarne Aas	1947	1947	4.290	11.250	7.277	14.447	29.508	43.955	7.736	0.786	2.069	8.309	0.012	0.730
N71	Classic	Flapper	C.Jensen	1938	1938	4.095	11.401	7.187	13.219	30.420	43.639	7.738	0.815	2.046	8.336	0.008	0.730
USA55	Classic	Lucie	Clinton Crane	1931	1931	3.799	11.230	6.993	12.357	30.024	42.381	7.632	0.874	1.955	8.347	0.046	0.689
US 83	Classic	Lianoria	Sparkman & Steph	1947	1947	4.2	11.246	7.263	13.703	29.323	43.027	7.830	0.800	1.966	8.385	0.008	0.730
DEN 66	Classic	Nirvana	Olin Stephens	1939	2011	4.152	11.026	7.211	15.655	27.727	43.382	7.803	0.789	1.949	8.354	0.010	0.730
DEN67	Classic	Apache	Bjarne Aas	1939	2011	4.163	11.120	7.248	15.663	27.727	43.390	7.733	0.794	2.028	8.351	0.012	0.730
DEN65	Classic	Great Dane	Olin Stephens	1939	1939	4.100	11.296	7.147	15.154	28.411	43.565	7.788	0.785	2.048	8.343	0.006	0.730

Modern data

Sail #	Category	Yacht Name	Designer	Design year	Build year	Record Weight [ton]	LOA	LWL	Jib	Main	Sail tot.	L1	B.Girth	S.Girth	L	2d	Freb.
GER60	Modern	PHILIPPA	P.Pettersson	1979	1979	4.160	10.020	7.215	13.529	27.835	41.364	7.955	0.770	2.129	8.523	0.000	0.730
SUI 104	Modern	Temptation III	Pelle Pettersson	1982	1982	4.160	10.088	7.200	14.358	28.471	42.829	7.818	0.802	2.132	8.405	0.000	0.730
SWE115	Modern	MAY BE XIV	Pelle Pettersson	1987	1987	4.030	10.045	7.060	14.503	29.450	43.953	7.720	0.801	2.100	8.316	0.000	0.725
SWE121	Modern	BERTA	Peter Norlin	1988	1988	4.098	10.131	7.111	14.349	28.272	42.622	7.863	0.781	2.046	8.421	0.000	0.730
SWE132	Modern	Sophie Too	Peter Norlin	1994	1994	4.010	10.310	7.171	14.155	28.166	42.321	7.781	0.790	2.088	8.443	0.000	0.729
FRA177	Modern	Junior	Pelle Pettersson	1981	1981	4.180	10.030	7.225	13.550	28.312	41.862	7.925	0.770	2.110	8.481	0.000	0.730
GBR107	Modern	Vaihallia	Peter Norlin	1985	1985	4.176	10.113	7.240	14.130	27.586	41.716	7.941	0.784	1.999	8.491	0.000	0.730
SWE123	Modern	Sting	Pelle Pettersson	1989	1989	3.967	10.104	7.102	14.503	29.028	43.531	7.755	0.795	2.110	8.346	0.000	0.726
USA105	Modern	Jane Ann	Pelle Pettersson	1985	1985	4.020	10.100	7.020	14.942	29.300	44.242	7.680	0.808	2.083	8.282	0.000	0.720
FIN73	Modern	Rebecca	Pelle Pettersson	1989	1989	3.950	10.058	7.089	14.503	29.440	43.943	7.709	0.800	2.145	8.309	0.000	0.714

Scandinavian Gold Cup

Helsinki, 2011-10-05

Ladies & Gentlemen,

On behalf of the Finnish Six Metre Association and on a mandate from the International Six Metre Class AGM 2011, I would like to make a proposal to the AGM of the Nordic Sailing Federation to be held in Stockholm on 21 & 22 October 2011.

I kindly ask the representative of the Finnish Sailing Federation, managing director Jussi Ojutkangas and/or a possible NJK representative to forward this proposal to the meeting in question.

My proposal handles the rules and the future of the Scandinavian Gold Cup.

Background:

The Scandinavian Gold Cup, presented by NJK (Nyländska Jaktklubben, Helsinki) in 1922, has been sailed for in a few different classes. But the longest periods the cup has lived with the Six Metre Class and the current cup holding class, the 5.5's.

Both of these classes have grown out of their Olympic era and as keelboats now after London 2012 Games are totally out of the Olympic program, we need to support the classic keel boat classes in other ways. Both the Sixes and the Fife-point-fives have had their stronger and not so strong periods as classes but within both of them there are very positive development at the moment and both have successfully serviced various sub-categories and age groups within the classes. There is a promising number of plans and projects for building modern 5.5's in the coming years while the classic Six Metres are living their strongest era ever.

Proposal:

To further support both of these classes and to evenly award them for what they have achieved and represented since the beginning of their Gold Cup days, I propose that the Scandinavian Gold Cup in the future would be shared between the two classes. The classes would take turns, so that the Six Metres would sail for the Cup in the years of the Six Metre Class World Cup (every second year, 2013 being the next possible) and 5.5 class would be the Cup "holder" in the even years. This, without a doubt, would increase interest, value and awareness of the historical Cup, it would enhance exchange between the two classes and by doing so it would add value to the top level of each of the classes.

Within the Six Metre Class the future could offer a further development of the class rule, which might create another international grand prix keel boat to the already exciting and historically unique class. In the meanwhile the International Six Metre Class could make its own decision each time whether the Cup was to be sailed in the Classic or the Modern Six Metre Class. This could offer the welcome flexibility to assure that the Cup always is presented within the more competitive division of each 6 Metre World Cup. And this would furthermore widen the field of nationalities and sailors who in the future would be racing for the historical Cup.

To add interest, the new rule could oblige the hosting class to offer a boat to be used by the defending cup holder from the year before (and hence from the other class).

Sincerely,

Eero Lehtinen

Editor

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Dear all,

Thank you for your email and information on this. I am happy to forward this proposal to the AGM of the Nordic Sailing Federation. I will keep you posted on the feedback this will receive.

Kindest regards, Jussi Ojutkangas

Mr. Jussi Ojutkangas

Chief Executive Officer

Finnish Sailing and Boating Federation

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Expectation in Race Officers

6mJI racing gets more and more professional. Some owners let their yachts race by (semi-)professional crew or are on board with them. It is evident, that crew at this level have a expectation in a high quality race course. The race course is in the responsibility of the race officer together with his team he can count on to put marks and change courses when wind shifts do require it. Unfortunately not every Yacht Club can count on an experienced race officer and team, but also on enough hardware, means boats and marks. Unfortunately also in Helsinki we lived some situations when we sailed on one bow from the leeward to the luffmark. This is not racing. A course change must be installed and announced.

This leads the ISMA board to ask if we could find a professional race officer (PRO) who – as far as the inviting Club does accept it – will support or even take in hand the race organisation at international events at least.

Hans J. Oen has accepted to present a paper for the next AGM in Nynashamn, 2012.

End of official ISMA news



©Gilles Favez

6mJl activities in Finland



Find all relevant information in www.6mrworldcup2011.fi

A huge thank you to Henrik Andersin and his team, but also to the Nyländska Jaktklubben and the sponsors for the organisation of the 2011 World Cup. For a lot of us the experience to sail in Helsinki waters was new and very interesting.



Classics at the yard©sailpix.fi

FINLAND

Déjà vu for Olympic 6-Ms at Worlds

More so than usually, the theme of the 2011 6-M Worlds was history, reports *Håkan Mitts*. The event was organised by the second oldest yacht club in Finland, Nyländska Jaktklubben (NJK), in the capital Helsinki, as part of the club's 150th anniversary celebrations. History buffs will also be happy to note that the race took place in the same waters as the 1952 Olympics, the last year the 6-Ms competed in the Olympic Games. But it was not only the same waters; all three medallists' boats from 1952 came to Helsinki for a rematch!

The World Cup was boosted by the Finnish 6-M fleet, the world's largest, helping push the entry list to 55 boats: 45 classics and 10 moderns. No wonder restarts were the norm with so many classics on the start line.

In the classic fleet, the question on everybody's lips was how the 1952 winners would do. *Llanoria* (US), the 1952 winner skippered by Erik Bentzen, had a fantastic race and almost duplicated her 1952 success. She won three races but a DSQ in the second meant that the team had to be satisfied with bronze. The other two boats from the 1952 Olympics, *Elisabeth X* (US, Hans J Oen) and *Ali-Baba II* (Finland, Gustav Nyberg) finished 11th and 17th.

Gold this time went to Finnish *Sara af Hangö*, skippered by Henrik Tenström. *Sara* did not win a single race but took the cup based on her very consistent performances. Results: www.njk.fi/6mworldcup2011



Above: High winds approaching the windward mark
Below: *Llanoria*, gold in 1952 and bronze in 2011



NORWAY: TALL SHIPS

Last race for Alexander von Humboldt

The third and final Tall Ships Race of this year's series started in Stavanger on 30 July, reports *Max Mudie*. After a windless start in Waterford, Ireland, and one with too much in Lerwick, Scotland, a Force 2 allowed the fleet of 20 Class-A ships to cross the line under blue skies.

Among them was the German barque *Alexander von Humboldt*, racing for the last time. She was built in 1906 as the lightship *Reserve Sonderburg* and used mostly in the Baltic; in 1945 she was renamed *Kiel* and placed off that port.

She was replaced by an automated light in 1986 but, with a barque rig, she was recommissioned as the Tall Ship *Alexander von Humboldt* two years later, named after the famous German explorer and naturalist. Her green hull and sails were for a sponsorship deal with the Becks



brewery in Bremen. As well as many Tall Ship races, and a transat in 1992, in 1998/9, she recreated the expeditions of her 19th-century namesake. She retires to make way for a replacement, to be commissioned in October.

In the race, Dutch topsail schooners *Gulden Leeuw* and *Wyde Swan* had an (almost) match race - three masts against two - with the latter winning Class A in the race and the 2011 series overall; the British pilot cutter *Jolie Brise* did the same in Class B.



Racing day 1 - the World Cup under way (8.8.2011)

The SEB Six Metre World Cup 2011 under way

The opening day of the SEB Six Metre World Cup saw the AP up for a couple of hours until the fleet of 45 classics and 10 moderns was sent out to the race course. Unfortunately the wind did not stay within the 25 knots limit of maximum wind and the only race had to be abandoned at the last rounding.

Prior to this hard decision a number of boats had some serious breakages including a dismasting, broken boom, damaged rig and a punctured hull. The race committee decided to switch its entire support boat fleet into rescue mode after a crew reported "a hole in the body". This luckily turned out to mean a hole in the boat's body instead of a human one, and with the hindsight, the fleet probably should have finished the race...

However, safety of the sailors and the boats must come first and due to poor communication, this unfortunate chain of events lead to a lost opening race of the championship.



Heavy weather©sailpix.fi

Racing day 2 - Daily report (9.8.2011)

Second day of racing & two first races

On Tuesday there was again a wind warning up to 25 knots plus a nasty swell from the previous days. Also the more sheltered inner race course does not work too well in southerly winds. Hence another postponement was given to start the second day as well.

Finally, before 11am the fleet was sent out and the first race started in nearly perfect conditions. A surprisingly strong counter current gave the helmsmen some headache while trying to hold their positions on the start line.

The modern class was under way shortly after 1pm. At the first rounding the Swedish team of "Sting", skippered by Thomas Lundqvist, was in the lead. Sting was closely followed by the French boat "Junior" and the Swiss "Temptation".

The reigning world champion, Sweden's "Sophie II", skippered by Hugo Stenbeck, managed to overtake the leading trio and took home the first race of the World Cup.

In the classics, Finnish yacht "TOY" started in the middle of the starting line and tacked inshore immediately. The replacement helmsman, Jali Mäkilä, with the experienced crew of TOY found better winds on the right side of the course and built a convincing lead by the first rounding. The TOYboys had no difficulties in holding and even extending their lead, while another Finnish entry, "Fridolin" helmed by Henrik Lundberg took second with a huge margin to the next boat. Canadian entries "Gallant" (reigning world champions) and "Saskia" battled it out for 3rd and 4th with Saskia skippered by Don Martin being stronger at the end. The Finnish champions on "Sara af Hangö" took fifth place.

In Tuesday's second race the wind picked up a little while some scary looking thunder fronts surrounded the race course. With some luck the race could be sailed in reasonable conditions. A wind shift during the first lap made the second beat more of a speed contest with boats all lining up for the second top mark rounding. This took away all major tactical opportunities for the chasing boats and early leaders could just protect their positions by making no mistakes in their boat handling.

In the modern fleet French "Junior" lead through the race until the finish line. Second was British yacht "Valhalla" while "Sophie II" took third place.

In the Classics a black flag was put up on the second start attempt and two Finnish boats, "May Be IV" and "Bambi" were flagged out of the race. First race winner "TOY" was also too early on the line and had to make an extra loop when the gun went. They could only recover to a modest 18th place from their failed start.

2009 world champions "Gallant" showed great form again and lead pretty much from start to finish. The Finnish runner-up from 2009 World Cup, "Fridolin", took another second and snatched the overall lead in classics after two races. Third was "Sara af Hangö" and fourth another Finnish entry "Ali-Baba II".

Leaders after 2 races:**Moderns:**

- 1.Junior, FRA
- 2.Sophie, SWE
- 3.May Be XIV, SWE
- 4.Sting, SWE
- 5.Valhalla, GBR

Classics:

- 1.Fridolin, FIN
- 2.Gallant, CAN
- 3.Sara af Hangö, FIN
- 4.Seasta, DEN
5. Alibaba II, FIN

Racing day 3 - Daily report (10.8.2011)

After a rainy night the sailing started at 11h00. The conditions were reasonable for some light wind sailing.

First start for the modern fleet took place at 11h20. Wind was 6 knots from south-west, waves under 1 m. In moderns the windward mark was rounded first by Sophie II SWE 132 followed by May Be XIV SWE 115. Sophie II maintained its lead during the downwind leg until the race was abandoned because of the time limitation. Wind was dropping all the time and when the classics after two restarts were on their first windward leg the wind almost died. Llanoria, the 1952 Olympic gold medalist on these same waters, sailed up the course in the middle and was first to round the top mark followed by Boree IV FIN 70, Elisabeth X NOR 80, Gallant KC 10 and Off Course FIN 60. They also finished the race in same same order.

The second start took place at 14h20 and the wind had increased to 4 m/s. Moderns made one round before classics managed to make a clean start. It was two times black flag for classics and totally 6 boats were disqualified. Llanoria US 83 von this start, second was Sara af Hangö FIN 49 and third Seasta DEN66.

Classics made their third start at 16h35 while wind was blowing appr. 8 m/s. The conditions were nearly perfect for a thrilling race. Sara af Hangö FIN 49 took the lead chased by Seasta DEN 66, Lucie US 55 and Gallant KC 10. After the second lap around the course Gallant KC 10 crossed the finishing line first followed by Sara af Hangö FIN 49 and Seasta DEN 66.

Moderns made their third start as late as 17h05. Junior FRA 177 was the winner of this race with Temptation

SUI 104 in second and Sophie II SWE 132 in third place. At the end of the long day both classes had finished three races.

The results after three days and five races are:**Moderns**

- 1.Junior FRA 177
- 2.Sophie II SWE 132
- 3.May Be XIV SWE 115
- 4.Sting SWE 123
- 5 Temptation SUI 104

Classics

1. Gallant KC 10
2. Seasta DEN 66
3. Sara af Hangö FIN 49
4. Fridolin FIN 12
5. Nada GBR 12
6. TOY FIN 44
7. Elisabeth X NOR 80
8. Lucie US 55
9. Llanoria US 83
10. Nirvana DEN 67

Racing day 4 - Daily report (11.8.2011)

After a long wait in the morning finally the wind was filling in and the first start signal was fired at 14.30.

In a fresh 12-14 knots of westerly wind Junior FRA 177 took the lead in the modern fleet. They kept it to the finishing line and therewith secured the World Cup win of modern Sixes. Second in the race was Sting SWE 123, third May Be XIV SWE 115. After having already taken the title Junior FRA 177 did not start the last race and let the others fight for the following positions. May Be XIV won the last race and took second overall. Former world champion, Sophie II SWE 132, took the third place.

The classics started in increasing wind reaching 15 knots. The first boat to round the windward mark was Lucie US 55 tightly followed by Nada K 12, Jolanda FIN 39 and Sara af Hangö FIN 49. Next time the boats rounded windward mark Llanoria US 83 came first followed by Lucie US 55, Nada K 12, Great Dane DEN 65 and Sara af Hangö FIN 49. First boat to cross the finishing line was Llanoria US 83 then Lucie US 55, Great Dane DEN 65, Nada K 12 and Sara af Hangö FIN 49.

Standings in the total results after the sixth race was that Sara af Hangö FIN 49 was leading by two points before Llanoria US 83 and Gallant KC 10 was only one point behind Llanoria US 83.

The final race was on its way at 16h15. Great Dane DEN 65 turned first to the downwind leg holding a convincing lead. Lucie US 55 was second and third was Sara af Hangö FIN 49. Llanoria came as ninth and Gallant close behind. The rest of the race the Finnish crew on board Sara af Hangö sailed by the book finishing fourth while controlling their main opposition carefully. By doing this they secured their World Cup victory in style. The Regatta was successfully completed despite of all the troubles with the unstable wind, lots of rain, AP up and down plus restart after restart etc.

Seven starts out of six were sailed in fine conditions; the sailors and organizers should all be satisfied.

Results of the day

Moderns First race:

1. Junior FRA 177
2. Sting SWE 123
3. May Be XIV SWE 115

Second race:

1. May Be XI SWE 115
2. Sting SWE 123
3. Berta SWE 121

Classics First race:

1. Llanoria US 83
2. Lucie US 55
3. Great Dane DEN 65

Second race:

1. Great Dane DEN 65
2. Lucie US 55
3. Flapper N 71



Prizes©sailpix.fi

Sailwave results for SEB Six Metre World Cup 2011 - Nyländska Ja...

file:///C:/Users/jessica/Dropbox/6mJl World Cup/results.htm

SEB Six Metre World Cup 2011**Nyländska Jaktklubben****Results as of 22:03 on August 11, 2011****Classic Fleet**

Sailed: 7, Discards: 1, To count: 6, Entries: 45, Scoring system: Low point

Rank	Yacht name	Nationality	Sail number	Helmsman	Built to 1st or 2nd Rule	Baum & König	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1	Sara af Hangö	FIN	FIN 49	Henrik Tenström			5.0	3.0	(28.0)	2.0	2.0	5.0	4.0	49.0	21.0
2	Gallant	CAN	KC 10	Eric Jespersen			4.0	1.0	4.0	(11.0)	1.0	10.0	9.0	40.0	29.0
3	Llanoria	USA	US 83	Erik Bentzen			10.0	(45.0 DSQ)	1.0	1.0	6.0	1.0	11.0	75.0	30.0
4	Seasta	DEN	DEN 66	Erik Tinglef Larsen			7.0	5.0	7.0	3.0	3.0	(18.0)	5.0	48.0	30.0
5	Fridolin	FIN	FIN 12	Henrik Lundberg			2.0	2.0	(26.0)	8.0	7.0	6.0	15.0	66.0	40.0
6	Lucie	USA	US 55	James Hilton	Y	Y	8.0	(23.0)	18.0	9.0	4.0	2.0	2.0	66.0	43.0
7	Nada	GBR	K12	Karl James			(18.0)	6.0	16.0	5.0	11.0	4.0	7.0	67.0	49.0
8	Flapper	USA	N 71	Lars Guck			9.0	13.0	6.0	(45.0 BFD)	8.0	16.0	3.0	100.0	55.0
9	TOY	FIN	FIN 44	Eero Lehtinen			1.0	18.0	21.0	7.0	10.0	7.0	(23.0)	87.0	64.0
10	Great Dane	DEN	DEN 65	Torben Anker Sørensen			24.0	9.0	23.0	(45.0 BFD)	5.0	3.0	1.0	110.0	65.0
11	Elisabeth X	USA	NOR 80	Hans J. Oen			(23.0)	14.0	3.0	4.0	16.0	11.0	18.0	89.0	66.0
12	Borée IV	FIN	FIN 70	Lauri Tukiainen			11.0	15.0	2.0	(45.0 DNC)	21.0	28.0	6.0	128.0	83.0
13	Saskia II	CAN	KC 19	Don Martin			3.0	17.0	14.0	19.0	17.0	(22.0)	13.0	105.0	83.0
14	Nirvana	DEN	DEN 67	Steen Christensen			19.0	12.0	11.0	12.0	15.0	(29.0)	17.0	115.0	86.0
15	Joy	FIN	FIN 36	Kari Loukola			22.0	(45.0 DNC)	20.0	10.0	9.0	12.0	14.0	132.0	87.0
16	Sleipnir II	GER	G 17	Christoph Nielsen		Y	25.0	7.0	9.0	13.0	25.0	(27.0)	10.0	116.0	89.0
17	Alibaba II	FIN	FIN 50	Gustav Nyberg			12.0	4.0	38.0	16.0	12.0	9.0	(45.0 DNC)	136.0	91.0
18	TOTEM	USA	US 51	Jesse Smith		Y	6.0	24.0	13.0	(45.0 BFD)	20.0	8.0	20.0	136.0	91.0
19	May Be IV	FIN	FIN 53	Tapio Lehtinen			20.0	(45.0 BFD)	29.0	22.0	14.0	13.0	8.0	151.0	106.0
20	Marianne	FIN	FIN 52	Mikko Saarela			(36.0)	11.0	15.0	21.0	13.0	25.0	22.0	143.0	107.0
21	Elinore	FIN	L 35	Kalle Pihl	Y		15.0	10.0	(34.0)	17.0	29.0	15.0	24.0	144.0	110.0
22	Off Course	FIN	FIN 60	Kaj Karumaa		Y	14.0	21.0	5.0	24.0	22.0	(33.0)	26.0	145.0	112.0
23	Jolanda III	FIN	FIN 39	Kenneth Palmgren			32.0	19.0	(45.0 DSQ)	6.0	23.0	17.0	19.2 RDG	161.2	116.2

Sailwave results for SEB Six Metre World Cup 2011 - Nyländska Ja...

file:///C:/Users/jessica/Dropbox/6mR World Cup/results.htm

24	AIDA	GER	GER 59	Dr Bjoern Storsberg			21.0	20.0	12.0	18.0	34.0	19.0	(35.0)	159.0	124.0
25	Wire	FIN	FIN 43	Jussi Mannerberg			16.0	32.0	22.0	(45.0 BFD)	19.0	24.0	12.0	170.0	125.0
26	ARA	FIN	L 72	Agu Tomingas	Y		26.0	16.0	8.0	29.0	(30.0)	30.0	25.0	164.0	134.0
27	Lillevi	GER	GER 68	Anton Berking			17.0	27.0	25.0	23.0	(37.0)	37.0	16.0	182.0	145.0
28	Caprice	GBR	GBR 48	Juhani Seppä			(45.0 DSQ)	25.0	31.0	26.0	26.0	21.0	21.0	195.0	150.0
29	Borée II	FIN	FIN 63	Marek Hintze			27.0	22.0	10.0	20.0	39.0	34.0	(45.0 DSQ)	197.0	152.0
30	Klara Stjärna	FIN	FIN 21	Harry Thuneberg			35.0	8.0	(39.0)	25.0	31.0	26.0	32.0	196.0	157.0
31	May Be VI	FIN	FIN 51	Oscar Andersin			34.0	28.0	37.0	14.0	18.0	(39.0)	31.0	201.0	162.0
32	Mariana	FIN	FIN 38	Regina Bergenheim			28.0	26.0	30.0	(45.0 BFD)	35.0	14.0	30.0	208.0	163.0
33	Djinn	FIN	FIN 67	Henrik Andersin			31.0	33.0	19.0	27.0	27.0	(36.0)	28.0	201.0	165.0
34	Mena	GER	GER 30	Dr. Thomas Kuhmann			33.0	29.0	32.0	15.0	28.0	(45.0 DNC)	45.0 DNC	227.0	182.0
35	Merenneito	FIN	FIN 22	Victor Lindblom	Y	Y	39.0	38.0	27.0	28.0	24.0	(40.0)	27.0	223.0	183.0
36	Bambi	FIN	FIN 66	Martin Sillverberg			(45.0 DNC)	45.0 BFD	17.0	30.0	36.0	31.0	34.0	238.0	193.0
37	Silène III	FIN	FIN 61	Tapani Koskela		Y	37.0	31.0	33.0	32.0	(40.0)	32.0	29.0	234.0	194.0
38	Puckie	FIN	FIN 19	Ossi Pajja			29.0	30.0	36.0	31.0	33.0	(38.0)	36.0	233.0	195.0
39	Raili	FIN	FIN 30	Kari Korkman			(45.0 DNF)	45.0 DNC	41.0	45.0 DSQ	32.0	20.0	19.0	247.0	202.0
40	Topp	FIN	FIN 69	Arto Seppovaara	Y		42.0	34.0	24.0	34.0	42.0	(43.0)	38.0	257.0	214.0
41	KRISTINA X	FIN	FIN 71	Antti Linnovaara			13.0	(45.0 DNF)	45.0 DNC	45.0 DNC	45.0 DNC	23.0	45.0 DNC	261.0	216.0
42	Fandango	FIN	FIN 40	Philip Ramberg			40.0	36.0	(42.0)	35.0	38.0	35.0	37.0	263.0	221.0
43	Scout	NZL	NZL 1	Martin Farrand	Y	Y	41.0	35.0	(43.0)	33.0	41.0	41.0	33.0	267.0	224.0
44	Antinea	FIN	FIN 24	Jonas Renlund			38.0	39.0	35.0	36.0	43.0	42.0	(45.0 DNS)	278.0	233.0
45	Ian	FIN	FIN 59	Michael Cedercreutz	Y		30.0	37.0	40.0	(45.0 BFD)	44.0	44.0	45.0 DNS	285.0	240.0

Modern Fleet

Sailed: 7, Discards: 1, To count: 6, Entries: 10, Scoring system: Low point

Rank	Yacht name	Nationality	Sail number	Helmsman	Built to 1st or 2nd Rule	Baum & König	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1	JUNIOR	FRA	FRA 177	Yann Marilley			3.0	1.0	1.0	1.0	1.0	1.0	(10.0 DNS)	18.0	8.0
2	MAY BE XIV	SWE	SWE 115	Patric Fredell			2.0	(4.0)	3.0	3.0	4.0	3.0	1.0	20.0	16.0
3	Sophie II	SWE	SWE 132	Hugo Stenbeck			1.0	3.0	5.0	2.0	3.0	4.0	(10.0 DNF)	28.0	18.0

Sailwave results for SEB Six Metre World Cup 2011 - Nyländska Ja...

file:///C:/Users/jessica/Dropbox/6mR World Cup/results.htm

4	Sting	SWE	SWE 123	Thomas Lundqvist		4.0	5.0	2.0	5.0	(6.0)	2.0	2.0	26.0	20.0
5	Temptation3	SUI	SUI 104	Beat Furrer		5.0	(6.0)	6.0	4.0	2.0	6.0	4.0	33.0	27.0
6	Berta	SWE	SWE 121	Lars Engelbert		7.0	7.0	(8.0)	7.0	5.0	5.0	3.0	42.0	34.0
7	Rebecca	FIN	FIN 73	Christien Boranius		6.0	(9.0)	7.0	8.0	7.0	7.0	5.0	49.0	40.0
8	Valhalla	GBR	GBR 107	Robert Smith		9.0	2.0	4.0	6.0	(10.0 DNF)	10.0 DNC	10.0 DNC	51.0	41.0
9	Philippa	GER	GER 60	Mirko Capka		8.0	8.0	9.0	9.0	(10.0 DNS)	8.0	10.0 DNS	62.0	52.0
10	Jane Ann	USA	MON 2	Jari Makila		(10.0 DNC)	10.0 DNC	10.0 DNC	10.0 DNC	10.0 DNC	10.0 DNC	10.0 DNC	70.0	60.0

www.rjk.fi
kansliet@rjk.fi

Sailwave Scoring Software 2.02 build 6
www.sailwave.com

www.6mrWorldCup2011.fi



Classic World Champions ©Gilles Favez



Modern World Champions 2011 ©Gilles Favez



What a good idea to present at the boats on the podium, means winners of the gold, silver- and bronze medal in the Classic and Modern fleet, to each crew member a medal as a personal reminder to the event. We hope that these awards will be found in other events, too.

Find now a collection of photos from the World Cup 2011 by Katrin Storsberg and Gilles Favez



A look from the harbour to the Finnish Bay
©Katrin Storsberg



2011 was an international World Cup
©Katrin Storsberg



Dominant Finnish fleet ©Katrin Storsberg



Race Officers team @Gilles Favez



The shore team @Gilles Favez



Crews working ©Gilles Favez



Starting vessel



Harbour overview ©Gilles Favez



Sailors back ©Gilles Favez



Yachts plates ©Gilles Favez



©Gilles Favez

Official Dinner at NJK
©Gilles Favez



Towing to the race course ©Gilles Favez



Elisabeth X sailing downwind ©Gilles Favez



Scout from NewZealand racing downwind ©Gilles Favez



Finnish 6mJl under spinnaker ©Gilles Favez



Classic after the start ©Gilles Favez



Soon at the mark ©Gilles Favez



Heading to the mark ©Gilles Favez



Tight racing ©Gilles Favez



Two world Champions are fighting ©Gilles Favez



Round 1st ©Gilles Favez



Round 2nd ©Gilles Favez



Classic in action ©Gilles Favez



Water, what else ©Gilles Favez



Berta chasing Sophie II ©Gilles Favez



Sailing in glittering light ©Gilles Favez



FIN 49 Sara of Hangö_elegant 6mJl and World Champion 2011 ©Gilles Favez



Nicolas Berthoud_ "Canard" _longtime crew on Junior, ex Fleau and the owner Yann Mareilly ©Gilles Favez



Working on the slim foredeck ©Gilles Favez



Welcome Philippa to the international events ©Gilles Favez



May Be XIV with Patric Fredell at the helm @Gilles Favez



On the way home for 2012 @Gilles Favez



Classic on the way home for 2012 ©Gilles Favez



Coming back in the harbour
©Katrin Storsberg

Report from FINSMA

FINSMA report, October 2011

Own fleet & Finnish ranking series table

The Finnish Classic fleet is living an absolute high at the moment. Both in numbers and by quality. We also had one modern, "Rebecca", in our active fleet this year. 30 Finnish Sixes taking part in the ranking series must be a world record! In the World Cup "Rebecca" and 28 Finnish classics represented the host nation.

I am not only proud of the numbers, our fleet is also in fantastic shape. The hulls have been given a lot of TLC, using traditional methods mastered by a remarkable number of Finnish boat carpenters. Rigs, sails, deck hardware and recently also electronics have been updated and as a result we have a historical fleet of absolutely drop dead gorgeous racing machines. We have been lucky to see an increasing number of really high quality sailors taking opportunity to race the beautiful

Sixes while the general learning curve within the fleet is looking encouraging. That development we try to furthermore support through national training events and active communication.

The Finnish ranking season consisted of six events. Eight boats & teams sailed in all of them and 14 boats did five out of six events. The winner, "Sara af Hangö", owned by Kenneth Varsanpää and skippered by Henrik Tenström, won by nearly 20 points of a margin to "TOY", also owned by Kenneth. "TOY's" summer saw more helmsmen than crewmembers, hence not a bad result at all for the 2003 World Champion. Third was "Alibaba II", Gustaf Nyberg & his team, also another world champion (1999), then under Kenneth's ownership and Henrik at the helm...

Purjenumero	Nimi	R Regatta	Hgin Regatta	Hangon R	SM	WC	Musto	total	total -1	sija
FIN 49	Sara Af Hangö	14	21	22	23	46	12	138	126	1.
FIN 44	Toy	13	19	20	20	36		108	108	2.
FIN 50	Alibaba II	15	23	23	18	28		107	107	3.
FIN 12	Fridolin	18		25	21	40		104	104	4.
FIN 36	Joy	12	20	17	17	30	10	106	96	5.
FIN 70	Boree IV	16	12	7	19	33		87	87	6.
FIN 39	Jolanda	8	1	18	16	22	9	74	73	7.
FIN 38	Mariana	11	18	14	14	14	3	74	71	8.
FIN 52	Marianne		16	13	11	25	6	71	71	9.
FIN 35	Elinore	9	7	11	5	24	8	64	59	10.
FIN 63	Boree II	10	8	15	7	17	5	62	57	11.
FIN 30	Raili		17	19	9	7		52	52	12.
FIN 21	Klara Stjerna			12	13	16	7	48	48	13.
FIN 60	Off Course			21		23		44	44	14.
FIN 51	May Be VI	1	13	9		15		38	38	15.
FIN 67	Djinn	5	10	1	8	13		37	37	16.
FIN 71	Kristina X			16	15	5		36	36	17.
FIN 43	Wire		3	2	10	20		35	35	18.
FIN 66	Bambi	7	14			10		31	31	19.
FIN 61	Silene III		11	10		9		30	30	20.
FIN 53	May Be IV					26	4	30	30	21.
FIN 69	Topp	4	9	4	4	6		27	27	22.
FIN 19	Puckie	2	6	6	2	8	1	25	24	23.
FIN 40	Fandango	3	5	5	6	4	2	25	23	24.
FIN 22	Merenneito				12	11		23	23	25.
FIN 59	Ian	6	4	8	3	1		22	22	26.
FIN 72	Ara					19		19	19	27.
GBR 48	Caprice					18		18	18	28.
FIN 119	Rebecca	15						15	15	29.
FIN 24	Antinea		2	3	1	2		8	8	30.

World Cup 2011

The World Cup saw a record fleet in the classics but a disappointingly small fleet of moderns. It seems that our class needs to take action to get the modern class back on track, what we call “modern” is rapidly out-dating and without the same values and history of the Classics, these boats are not in very active use these days. The top crews and boats are having great races and if we could produce another 20 active moderns it would be one of the most enjoyable, tactical gentlemen’s keelboat class in the world. Perhaps a fourth rule or some other modern ideas could wake up the interest again?

The World titles were taken by Finland’s “Sara af Hangö” in the Classic fleet while “Junior” of France did the same in the moderns. “Sara af Hangö” did not win a single race but their consistent series at the end was the deciding factor. World Champions from Newport 2009, Canada’s “Gallant” helmed by Eric Jespersen, took silver and 1952 Olympic gold medallist in the same waters, “Llanoria” of USA with Erik Bentzen in charge, got the bronze medals. In the moderns “Junior” won the series with five bullets and a race to spare. Sweden took silver and bronze while the old rockers on “May Be XIV” had an upper hand on their younger compatriots on “Sophie II”.

The weather gods were not in their best mood during the World Cup week, but at the end all races got sailed and a reasonable amount of sunshine was thrown onto the fleet as well. The Finnish summer was just so perfect for such a long time that we got a bit spoiled already!

The regatta program ran smoothly through the week, weather conditions threw a challenge to the race committee, which had to live under pressure from some participants and the limited time at their hands. All in all most of the races were sailed in good wind conditions and we can be sure that the best teams came through as winners at the end of the regatta.

On the social program side, in the future I would prefer to see the prize giving happen at the end of the last sailing day rather than separately on the day after. The atmosphere is just not the same any more and too many teams disappear and so on. Also, the ISMA AGM should take place in the regatta location to allow as

many sailors as possible to attend. Now the impressive presentation by the Nynäshamn Europeans 2012 organisers was seen by only a very small group of people.

Europeans 2012

The FinSMA board will do its best to encourage as many Finnish teams as possible to enter the Europeans in Sweden next year. We are already in negotiations with potential carriers to take our boats there, while some more adventurous crews are planning to sail the boats there. The Finnish Sea Rescuers have already promised to escort the fleet to Nynäshamn.

Queen Christina Nations Cup 2011-12

Finland again took part in the QCNC in Romanshorn, Switzerland. The event was sailed in the local modern fleet of five boats. Entries from USA, Canada, England and Germany joined us for the amazing regatta. The organizers, with Reinhard Suhner in front, set the standard really high and we were treated like kings. Weather was just amazing and the water temperature in Bodensee made us do our daily swims after sailing! We had a tight social program as well, visiting cider, cheese and chocolate factories, museums and a few bars too!

The Muller family hosted us for a lovely dinner in their garden one evening while an entertaining “folk dance” dinner took place another day... Finland offered to host the 2012 QCNC and hence we thought it would be practical to take the trophy with us already on our way back home... so, sorry about that! And welcome to Helsinki next year, also Sweden and France! Our aim is to offer you a long weekend of sailing with no one needing to drive a car once!

Counting days... only six months until first of May!

Cheers,

Eero Lehtinen

FinSMA

6mJl activites in France



Coupe de l'Entente Cordiale

JULY 11 – 13, 2011



INTERNATIONAL 6 METRE OPEN DE FRANCE

JULY 14 – 17, 2011

Again we lived a nice week in La Trinité sur Mer. We have to thank Stefan O'Reilly-Hyland, the President of the French fleet for the organisation of the two events, but also to the whole SNT Team, headed by Jean-Pierre Blavec. The race committee is working as professional as ever and it's a pleasure to follow the correct race courses. But also the crew of the harbour did an excellent crane work. We hope to come back next year. May be that we will meet more French 6mJl to participate.



Start©Micha Bürgi

mercredi 13 juillet 2011 15:04

Société Nautique de la Trinité-sur-mer

Coupe de l'Entente Cordiale 6mJl 2011

6mJl Moderne Provisoire

Moderne

6	Bateaux	Type Bateau	Place	Total	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	C.9
Cag. Voile	Sponsor Skipper	N° Licence	Taux Club										
4	WILDCAT II A. Ash-Vie	6mJl	RLYC	13.00	1.00	1.00	2.00	3.00	2.00	1.00	5.00	1.00	2.00
1	TEMPTATION 3 B. Harter	6mJl	AVP	21.00	3.00	7 OCS (7.00)	1.00	1.00	1.00	2.00	4.00	5.00	4.00
3	CREAM B. Pope	6mJl	RORC	24.00	2.00	7 OCS (7.00)	3.00	2.00	4.00	7 OCS 7.00	1.00	2.00	3.00
7	BUMBLE BE C. Drønger	6mJl	SN TRINITE	29.00	4.00	2.00	5.00	5.00	5.00	3.00	2.00	1.00	5.00
8	TSOGANE S. O'Reilly Hyland	6mJl	V C FRANCE	36.00	6.00	7 OCS (7.00)	4.00	6.00	6.00	4.00	3.00	6.00	1.00
5	LYONESSE B. Leigh - Wood	6mJl	RYS	42.00	5.00	7 OCS (7.00)	6.00	4.00	3.00	TDNF 7.00	6.00	4.00	7 DNF 7.00

Président du Comité de Course : Bernard TEXIER

Président de Jury : Claude PETIT

mercredi 13 juillet 2011 15:03

Société Nautique de la Trinité-sur-mer

Coupe de l'Entente Cordiale 6mJl 2011

6mJl Classique Provisoire

Classique

2	Bateaux	Type Bateau	Place	Total	C.1	C.2	C.3	C.4	C.5	C.6	C.7	C.8	C.9
Cag. Voile	Sponsor Skipper	N° Licence	Taux Club										
6	ELFE Jm Le Guillou	6mJl	V C DE LA BAULF	9.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	3 DNF (3.00)
2	DUET D. Wood	6mJl	ROYAL THAMES	14.00	2.00	1.00	2.00	2.00	2.00	3 OCS (3.00)	2.00	2.00	1.00

Président du Comité de Course : Bernard TEXIER

Président de Jury : Claude PETIT



Duet K15 at the mark©Micha Bürgi



Great to see Rumble Be FRA 122 racing©Micha Bürgi



Lyonesse©MichaBürgi

samedi 16 juillet 2011 11:06

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S.N.T.

Société Nautique de la Trinité-sur-mer

Open de France 6mJl 2011

Moderne Provisoire

Moderne

7 Bateaux		Type Bateau	Place	Total	C.1	C.2	C.3	C.4	C.5
Cat. Voile	Sponsor Skipper	N° Licence	Taux Club						
9 FRA177	JUNIOR Y. Marilley	6mJl 1.0000 S N TRINITE S/M	1	4.00	1.00	1.00	1.00	3.00	1.00
1 GBR94	WILCAT II A. Aub-Vie	6mJl 1.0000 RLVC	2	9.00	3.00	3.00	2.00	1.00	3.00
2 SUI104	TEMPTATION 3 B. Huerf	6mJl 1.0000 AVP	3	9.00	2.00	2.00	3.00	2.00	6.00
3 GBR100	CREAM B. Page	6mJl 1.0000 RORC	4	14.00	4.00	4.00	4.00	4.00	2.00
4 FRA122	RUMBLE BE C. Dranger	6mJl 1.0000 S N TRINITE S/M	5	19.00	5.00	3.00	6.00	5.00	7.00
5 FRA187	TSIGANE S. O'Neill Hyland	6mJl 1.0000 Y C FRANCE	6	22.00	6.00	6.00	5.00	6.00	5.00
6 GBR90	LYONESSE R. Leigh - Wood	6mJl 1.0000 RVS	7	25.00	7.00	8.00	7.00	7.00	4.00

Président du Comité de Course : Bernard TEXIER

Président de Jury : Claude PETIT

samedi 16 juillet 2011 11:06

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S.N.T.

Société Nautique de la Trinité-sur-mer

Open de France 6mJl 2011

Classique Provisoire

Classique

2 Bateaux		Type Bateau	Place	Total	C.1	C.2	C.3	C.4	C.5
Cat. Voile	Sponsor Skipper	N° Licence	Taux Club						
8 K15	DURT D. Wood	6mJl 1.0000 ROYAL THAMES	1	4.00	2.00	1.00	1.00	1.00	1.00
7 77	ELFE Jm. Le Guillou	6mJl 1.0000 Y C DE LA BAULE	2	9.00	1.00	2.00	3.00	3.00	3.00

Président du Comité de Course : Bernard TEXIER

Président de Jury : Claude PETIT



Cream©Micha Bürgi



Wildcat GBR 94©Micha Bürgi



Downwind in La Trinité sur Mer©Micha Bürgi



Gitana 11 did not race with us©Micha Bürgi



La Trinité sur mer©ani



The Club©ani



Sailing against professionals©micha



La Baie de Quiberon©micha



Racing means also transport©ani



Racing means friendship,too©ani



Sailing means concentration©ani



Racing means friendship, too II©ani



6mJl prefer to be in the water©ani



Thanks to Claude Draeger and his family for a very nice and cosy evening©ani

6mJl activites in Switzerland

Championnat de Classe à Lutry du 25 au 27 juin 2011



No wind©Adi Bürgler



Lake of Geneva©Yves Ryncki

Waterplanes in Lutry©Micha Bürgi



The Yacht Club de Lutry and it's President, Guy Mind-er (owner of Irene SUI 91) invited for the Swiss Class Championship 2011.

We had some wind at the tune up race.



Duclop SUI 100 ©Yves Ryncki



©Yves Ryncki



Irene SUI 91©Yves Ryncki



Mecara SUI 45©Yves Ryncki



SUI 43©Yves Ryncki

newsnationales



6mJl : Coupe Banque Privée Edmond de Rothschild

La bise aidant en ce premier week-end de juillet dans des conditions idéales, l'événement rassemblant une dizaine de 6mJl et prévu sur trois jours se terminait le samedi soir après 8 manches courues. Les concurrents se sont affrontés le vendredi dans une bise de 12 à 15 nœuds, voire plus dans les risées, non sans quelques surprises : la bise dans le petit lac, il faut connaître ! A ce jeu, les deux Modernes Irène (G. Minder) et Duclop (T. Graf) terminaient à égalité de points tandis que les Classiques voyaient déjà se dessiner le trio de tête : Astrée (Durr), Dix Aout (Heckly) et Mecara (Suhner, champion de série) qui faisaient déjà figure de favoris. Lors de la deuxième journée, Philippe Durr fit preuve de tout son savoir pour résister aux assauts de Dix Aout barré par B. Divorne et conserver la première place. A force de régularité, le premier l'emporte d'un point et le même trio que la veille squatte les trois marches du podium tandis que T. Graf l'emporte chez les Modernes de belle façon puisqu'il gagne les 4 manches du jour.

Texte : **Brice Lechevalier**

COUPE BANQUE PRIVEE EDMOND DE ROTHSCHILD S.A.

VReg2009 v 7.00-9 2009/2010 (Régat STAMMOLLE)

01/07/2011 au 03/07/2011

Résultat du Dimanche 3 Juillet 2011 à 14.50 h.

Général définitif après 8 courses (inc.1 retrait(s))

10 inscrits

Place	Identif	Concurrent	Club au Pays	Ci	Pts Rat	Pts Tot	Co. 1	Co. 2	Co. 3	Co. 4	Co. 5	Co. 6	Co. 7	Co. 8
1	SUI 100	DUCLOP		MOD	13.00	17.00	1	1	4	2	2	1	2	4
2	SUI 44	GRAF Thierry		CLAS	19.00	24.00	5	3	1	4	1	4	3	3
3	SUI 91	ASTREE		MOD	19.00	25.00	2	4	3	1	3	2	4	7
4	SUI 45	DURR Philippe		CLAS	23.00	32.00	9	6	2	3	5	5	1	1
5	FRA 111	IRENE		CLAS	25.00	31.00	3	2	6	5	4	3	6	2
6	Z 40	MINDER Guy		CLAS	42.00	51.00	4	5	8	6	6	6	7	9
7	SUI 43	MECARA		CLAS	44.00	52.00	6	8	5	8	7	8	5	5
8	SUI 24	SUHRER Richard		CLAS	55.00	65.00	8	7	9	7	9	7	9	10
9	SUI 15	X AOUT		CLAS	58.00	69.00	7	10	7	9	10	10	8	6
10	Z 2	HECKLY Pierre-paul		CLAS	64.00	74.00	10	9	10	10	10	10	10	8
		KORRIGAN					10	9	10	10	10	10	10	8
		JANET Yves					10	9	10	10	10	10	10	8
		SAGA					10	9	10	10	10	10	10	8
		ZUMMOFFEN FRUTTER Joelle					10	9	10	10	10	10	10	8
		MIGNETTE					10	9	10	10	10	10	10	8
		KELLER Bertrand					10	9	10	10	10	10	10	8
		BEAUSOBRE					10	9	10	10	10	10	10	8
		GUEZ Pierre					10	9	10	10	10	10	10	8
		VEGA					10	9	10	10	10	10	10	8
		RAYNAL Pierre-Alex					10	9	10	10	10	10	10	8

Pénalités et réparations : 1 (1 DNS:)

PASCAL MONET, Président du Comité de Course

DOMINIQUE HAUSSER, Président du Jury

CLASSIQUE DE SCIEZ 12^{ÈME} EDITION 6 & 7 AOÛT 2011



6M JI CLASSIQUE 4^{ÈME} EDITION – 5 AOÛT 2011

BERTRAND KELLER +41793538761 - CLASSIQUEDESCIEZ.FR - GILLES GUYON +33686888444

La Baie de Sciez accueille, le 6 et 7 août 2011, la 12^{ème} édition de la Classique de Sciez, l'un des rendez-vous le plus célèbre des rives lémaniques. Pour les amoureux des 6MJI le vendredi 5 août 2011 est réservé à la 4^{ème} édition de la 6MJI Classique.

Dès le jeudi déjà, le port a vibré au rythme des arrivées de ces « vieilles barques ». Sept 6MJI sont venus déployer leurs voiles sur ce magnifique plan d'eau. Une fois les démarches officielles faites les organisateurs ont pu lancer 3 manches qui ont été courues avec un vent de force 2 beaufort et une dernière manche mus-

clée puisque un petit vent d'orage est venu balayer le plan d'eau.

Résultats : 1^{er} Astrée, Philippe Durr ; 2^{ème} Mekara, Suhner Reinhard ; 3^{ème}, Beausobre, Guex Pierre ; 4^{ème} 10 Août, Divorne Bernard ; 5^{ème} Farfadet, André Daniel ; 6^{ème} Vega, Raynal Pierre-Alain ; 7^{ème} Midinette, Barbey Christian.

C'est sous un ciel dégagé que les équipages se sont retrouvés à la Base Nautique de Sciez pour partager le verre de l'amitié ainsi qu'un délicieux repas musical. Sous cette chaleureuse ambiance, les rayons du soleil

couchant ainsi qu'un léger vent sont venus narguer les MiniJ alignés devant la Base (petit 6mJl conçu pour les handicapés et les valides). Le moment était particulièrement rêvé pour faire découvrir ces « Mini Bateaux » aux skippers des 6MJI Classiques. En un clin d'œil, les 6 embarcations étaient grées et mises à l'eau. Une régata improvisée a été lancée avec à leur bord, Monsieur Christian Barbey, (généreux donateur de ces MiniJ à la Base Nautique) et propriétaire de Midinette et d'autres navigateurs de 6MJI (M. Philippe Durr, (Astrée), M. Suhner Reinhard (Mekara)...). Après quelques ronds dans l'eau, avec en toile de fond les rires du reste des équipages restés à terre, le grand vainqueur de la « Coupe MiniJ Classique » a été nommé à l'unanimité : M. Christian Barbey.

Le reste du week-end était réservé aux inconditionnels des vieux bateaux. Une à une les embarcations ont pris leur place dans le port à côté des 6MJI Classiques. Ont répondu présents à cette manifestation, Ballerina, 5.5JI (médaillé au JO de 1960) ; Calypso (3 tonneaux de 1911) ; une flotte de sept Dinghy 12 (premier dériveur au JO) et autres lacustres 6,5 SI, Hocco, Côté, Canot, Goélette...

Le samedi et le dimanche, la flotte courait séparément. Les bateaux de régata sur un parcours banane et les classiques de croisière sur un parcours côtier. Trois manches le samedi et trois manches le dimanche ont été courues.

Plus de 200 navigateurs se sont retrouvés sous le grand chapiteau afin de déguster le repas concocté par Hervé Thorens et son équipe de bénévoles.

Dimanche matin, une parade à quai a été commentée par M. Gilles Guyon, co-président de la Classique de Sciez et par les skippers eux-mêmes. Une foule importante était présente pour écouter les historiques et anecdotes des bateaux. Ils ont ainsi pu découvrir le temps d'un week-end ce petit « musée à quai ». Puis l'ensemble de la flotte s'est retrouvée au large pour régater. Un vent entre 10 et 20 nœuds est venu quelque peu animer le plan d'eau ! Le départ pour les croisières a été retardé par le « dessalage », sur la ligne de départ de l'un des magnifiques canots présents. De l'autre côté, les embarcations de régata ont pu jouer avec le vent et ainsi pu montrer leurs coques aux badauds restés à quai pour admirer le spectacle.

La remise des prix s'est déroulée dans la bonne humeur pour célébrer les heureux gagnants de l'édition 2011. 1er Mekara (Suhner Reinhard) ; 2ème Farfadet (André Daniel), 3ème 10 Août (Divorne Bernard).

Et c'est avec le sourire que l'heureux vainqueur, non pas de la Classique de Sciez mais de la célèbre Bûche

de Sciez, a embarqué sur son épaule la Bûche car selon la charte le vainqueur de l'édition ne peut en aucun cas gagner 2 fois ce challenge. La bûche est par conséquent remise au second ou au 3ème si ces derniers l'ont déjà obtenue. Pour cette édition, elle est revenue au 10 août (Divorne Bernard) et ramenée jusqu'au bateau sur les épaules solides de Bill (fidèle équipier du 10 Août).

www.classiquedesciez.fr

Midinette Cup

Cette année 2011, une météo difficile a contraint certains propriétaires de 6MJI à se rendre jusqu'à Sciez pour participer à la 2ème édition de la Midinette Cup. Certaines embarcations n'ont tout simplement pas pu sortir de leur port d'attache vu les conditions météorologiques du vendredi et samedi matin. Toutefois, cinq 6MJI, ont tenu à participer à ce rassemblement du week-end du 27 et 28 août. 5 manches ont pu être courues sous des airs agréables pour ce type de voilier. Tout comme la Classique de Sciez, un délicieux repas a été servi aux équipages au son des airs rock.

Le vainqueur de cette édition est Korigan, (Janet Yves) ; 2ème Saga (Sumoffen Fruttero Joelle) ; 3ème 10 Août (Heckly Pierrepaul) ; 4ème Midinette (Barbey Christian) ; 5ème Antyoppe (Brossy François).

Les organisateurs donnent rendez-vous à tous les amoureux de 6MJI dans la baie de Sciez en 2012 pour de nouvelles régates

Marie-Joe Besson Guyon

Queen Christina Nations Cup 2011 in Romanshorn, Lake of Constance

Queen Christina Nations Cup 2011 in Romanshorn, Lake of Constance

Queen Christina Nations Cup: an English Perspective

Every class of boats has its idiosyncrasies and traditions, the Six Metre, probably more so than most. In recent years one particular event, the QCNC has really begun to establish itself as one of the warmest and best traditions in the Six Metre Calendar. Conceived by Kimo Mackey from Seattle, partly in homage to his days of sailing International 14's it is designed as an international challenge, with six national teams represented by a team each, its emphasis is on inclusiveness and friendliness. It is perhaps worth quoting the preamble to the Deed of Gift "Whereas – It is our wish to establish an Event which enables a large number of International Six Metre Class "fanatics" to travel internationally and to engage in friendly competition (note emphasis on "friendly" with no particular emphasis on "competition"). And furthermore it is our wish that the countries participating do all in their power to make this opportunity, over time, available to as many of their countrymen/countrywomen as possible. Even further still, it is our fervent hope that this event will enable people to develop friendships which cross international borders and serve to promote the future growth of the International Six Metre Class."

The home team do not race, but organise and assist, and provide the boats. The format means each team will race each boat at least once, fascinating for those of us who enjoy seeing how our peers address the various technical challenges we all face with a boat so frequently over canvassed as a Six.

This year it was the turn of the Swiss fleet on Lake Constance to host and what remarkably good hosts they turned out to be. Teams came from Canada, and the US, as well as nearer neighbours Finland, Germany and the UK. The boats we used were all post 1965, and were a fascinating collection, from the 'failed' experiment, La Diference, originally designed with a bulbous bow, to the beauty and Grace of the varnish hull of Kontrapunkt built as recently as 2002, each had its own fascinating history.



SUI 60 La Difference



SUI 73 Moby Dick



Sui 106 Nisida



GER 11 Kontrapunkt V



Concentration on Woodoo SUI 122

The racing was typical lake racing, with very light breezes and closely fought with all the boats at one point or another emerging at the front. It was notable how in light airs, even the old boats and those without wing keels could be very competitive so there was no feeling of any great disadvantage in any of them. After six races the Finns, who had sailed very competitively and cheerfully on all three of the days, emerged as worthy winners. A interesting aside is that the Finns must be one of the nations in the world who can come to Switzerland and marvel at what good value the food

and drink is!



Round the markll



6es at the QCNC

At the start QCNC



6 metre Queen Cristina Nations Cup 2011

09/07 - 09/10/2011
Yacht Club Romanshorn
SWITZERLAND

ranking	race	Race 1	Race 2	Race 3	Race 4	Race 5	Medal Race	Total points (1 discard)	ranking teams
Team									
CANADA		4	5	2	3	5	5	19	4
FINLAND		2	3	1	1	4	1	8	1
GREAT BRITAIN		5	4	5	5	3	4	21	5
GERMANY		3	1	4	4	2	2	12	3
U.S.A.		1	2	3	2	1	3	9	2

6 metre Queen Cristina Nations Cup 2011

09/07 - 09/10/2011
Yacht Club Romanshorn
SWITZERLAND

rs 09/10/2011

ranking boats	race	Race 1	Race 2	Race 3	Race 4	Race 5	Medal Race	total points (no discard)	ranking boats
boat									
GER-11		4	2	4	5	4	4	23	5
SUI-60		2	5	3	4	3	3	20	4
SUI-73		5	3	2	2	2	5	19	3
SUI-106		3	4	1	3	1	2	14	2
SUI-122		1	1	5	1	5	1	14	1

rs 09/10/2011



Team Finland
Eero Lethinen (C), Tom Lindström,
Willie Patrainen, Eric Lätteenmäki



UK Team
David Roberts, Paul Smith (C),
Rupert Richardson, Robin Richardson (fltr)



Team USA
Andy Parker (C), Peter Teck, Sally
Fenton, Sunny Fenton (fltr)



Team Canada
Tristan Schoen, Rusty Kerr, Barry
van Leeuwen (fltr) missing: Rainer Muller (C)



Team Germany
Michael Zeiser (C), Jan Stingl,
Christoph Zeiser, Barbara Mühlemann (vlr)



Rainer Müller

On the social side we were a very well looked after, staying with a host family, the evenings included a visit to a Cheese Factory, a Cider factory, and a very spectacular weather station come restaurant facility high on a mountain top. Whilst the racing would have benefited from a little more breeze the hospitality could not have been improved upon, it is fair to say the hosts of the English team improved their knowledge of the Great

English Breakfast: equally we discovered the joys of a properly prepared Swiss spread as a foundation for the day.

Next year the Finns have very kindly offered to host in Helsinki. If you get

the opportunity, go, it's a wonderful event.

Paul Smith

UK team

Folk Dance Evening



6mJl activities in Sweden



©Oskar Kihlberg - www.kihlberg.se

Dear 6-Metre sailors,

The 1912 Olympics were hosted in the city of Stockholm with the Olympic sail races in Nynäshamn, 50 km South of the capital.

The Swedish Olympic Committee, SOK, and the City of Stockholm are during 2012 celebrating the 100-years anniversary with the theme "Arena Stockholm 1912-2012, 100 years of sports and culture" to emphasize the capacity of the region to host big events at high standards.

The high lights of the jubilee year will start in the first week of June). Stockholm will be turned into an Olympic city, where competitions in all sports of 1912 will be held at the same venues, as 100 years ago. That includes swimming in the water of Stockholm, instead of, in a modern stadium of today! The Olympic sailing is, therefore, taking place on the same venue, Nynäshamn and dates, July 20-August 5th, as in 1912.

With the support of SOK and the City of Stockholm a 6-Metre regatta will be arranged 2-8 June on the waters in front of the Town hall, where an Olympic Banquet will be held on Friday June 8. Many Olympic personalities from all over the world are invited, including the IOC-president Jacques Rogge.

The IOC-president has offered himself to present the prizes before the banquet. As an old Olympic sailor, he has also expressed the interest to take part in the race on Friday. Thus, the international promotion of the 6-Metre class will certainly be all time high, hoping, that you all want to participate in this unique occasion.

Nynäshamns Yacht Club and the City of Nynäshamn are inviting to the 6-Metre European Championships, as the major event of the historical Jubilee Regatta, including the "Classic Yacht Meet" with many well restored yacht of that time.

No efforts are saved to make the whole event an anniversary to remember!

The Swedish 6-Metre Association and the Gamla Stan YC are also arranging a distance race through the stunning archipelago from Stockholm to Nynäshamn with an overnight stop at the prestigious summer resort Dalarö where a one day regatta will be arranged.

Very welcome to the jubilee season 2012!

Thomas Lundqvist

President of the Swedish 6-Metre Association



STOCKHOLM 1912-2012 JUBILEE REGATTA

Following the 1912 Olympic Games in Stockholm the Swedish Olympic Committee and the City of Stockholm are planning the 100th anniversary during 2012 with high light events in the city June 2-8.

The Stockholm Town Hall is the heart of the celebrations for the 1912-2012 anniversary and the 6-Metre races on the bay right in the middle of Stockholm. It is considered as one of the best sailing arena in a city worldwide, as you can watch the racing from parks, streets, even private balconies around the whole bay.

A specially built pontoon harbor at the quay of the Town Hall for the 6-Metres only will create the maximum attention and interest of thousands of spectators per day.

Celebrities of Olympic sports world with the IOC President Jacques Rogge at the head and Swedish Olympians will be present at the regatta. The award ceremony takes place with IOC President Jacques Rogge before the Olympic banquet on the 8th.

For boats participating in the regatta, there will be free lifts, moorings, storage on the hard until the European Championships at a very limited entry fee.

SCHEDULE OF RACES

Friday, June 1 Opening Ceremony at City Hall

Saturday to Tuesday June 2 to 5 ... Stockholm Six Metre Grand Prix

Thursday, June 7 Regatta with invited Olympians of all sports

Friday, June 8 Celebrity regatta

Friday, June 8 Price awards with IOC President Jacques Rogge in connection with the anniversary banquet.

It is planned for a very exciting social program in Stockholm with Olympic signs.

Very welcome!

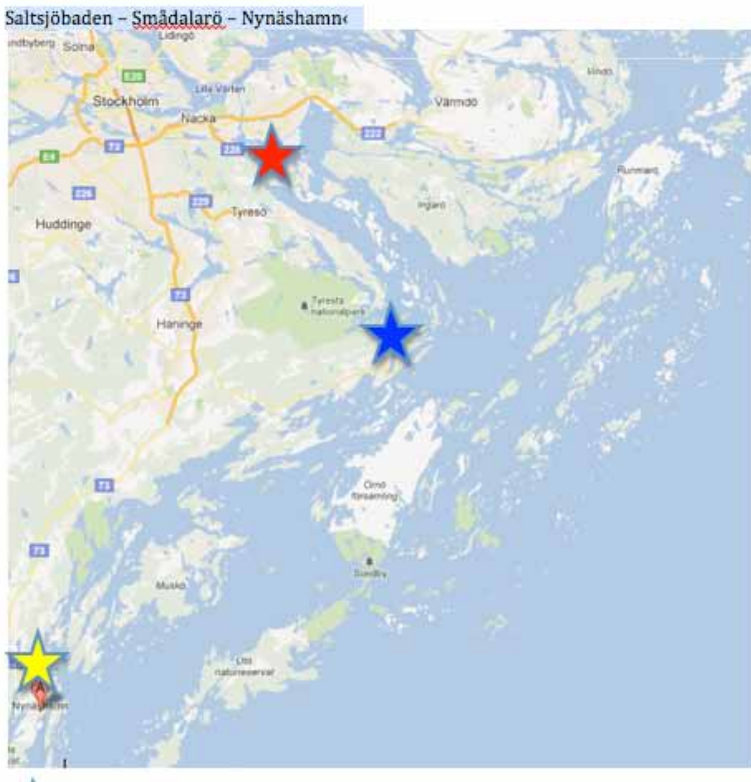
Swedish 6-Metre Association

www.6mr.se

DISTANCE RACE STOCKHOLM

Saltsjöbaden)- Nynäshamn 16-18 July:

In 1912 a distance race was organized to sail after the Sandhamn Regatta to the Olympic Races in Nynäshamn. To celebrate this historical event, a race will be sailed through a stunning part of the archipelago, however, from Saltsjöbaden to Nynäshamn with a call at Dalarö according to the schedule below.



Dalarö Race 16-17 July:

The distance race will start on Monday July 16th from the major sailing community Saltsjöbaden outside Stockholm through the archipelago to the well renowned summer resort Dalarö, where we will have a great BBQ party.

On July 17 a one day regatta is organized on the race area East of Smadalaro (blue star) with up to 4 races, followed by a prize giving party. All competitors and friends will be booked for 2 nights at the hotel in Dalarö.



Distance Race Dalarö -Nynäshamn on Wednesday July 18

The 2nd leg of the distance race will start in the morning of July 18th. The distance is approx 20 nm towards Nynäshamn, where a lunch break at a scenic island is planned. The race will have an exciting route, passing Dalarö fortress of the old days and the waters of thrilling enemy submarine hunts, as late as in the 80-ties..

Once arriving to the Nynäshamn YC, there is a choice to lift the boat out of the water. All equipment and cradles will be transported from Stockholm to Nynäshamn and will be there in time for arrival from Dalarö.

Welcome to this exciting distance race!

The Swedish Six Metre Association and Gamla Stans Yacht Club

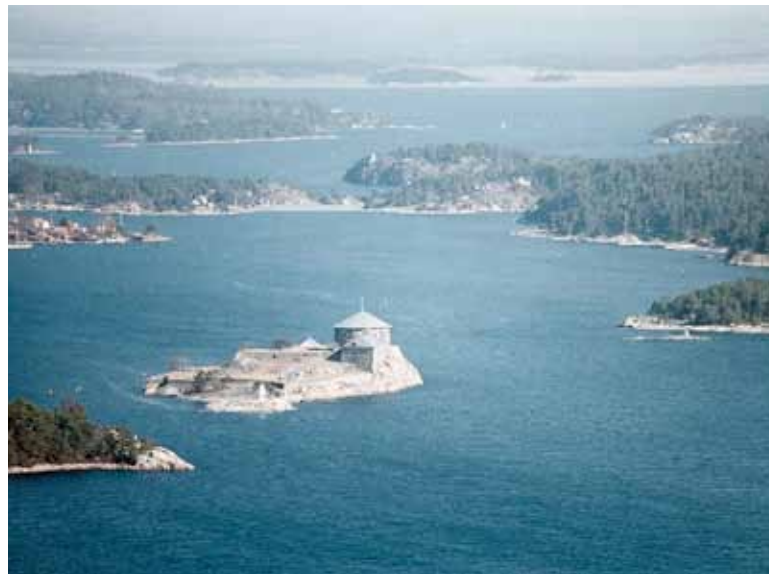
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email: claes.henningson@labrum.se

Kaj Siik,
email: kaj.siik@gmail.com

www.6mr.se





Welcome to

The 6-Metre European Championships 20-27th of July 2012 and The Nynäshamn Centennial Jubilee Regatta 2012 to celebrate the 100 years anniversary of the 1912 Olympics in Stockholm.

In 2012 the Nynäshamn Yacht Club, NSS, together with the city of Nynäshamn are celebrating the centennial of the 1912 Olympic Sailing Races.

This will be celebrated during a couple of weeks, starting the 20th of July 2012, filled with races, events and adventures. The unique Swedish and northern European cultural treasure of sailing and motor yachts, together with our beautiful archipelago will give the participants and spectators many unforgettable moments.

Classic Boats of Europe salute the centennial celebration of the Olympic sailing competition in Nynäshamn 1912. Being one of the competing Olympic classes already in 1912, we are really excited to welcome the 6 Metre class back to our sailing waters again!

You will be racing at the entrance of the Southern part of the Stockholm archipelago outside Nynäshamn. The spectacular view from the race center will add to the after sail atmosphere..

There are different race courses to match all wind conditions, including sheltered alternatives for high winds and rough sea conditions.



Our extended Jubilee sailing program includes:

The 6-Metre European Championships, 20-27th of July

Classic Boat Meet, 20-23rd of July

Neptune Cruiser Cup, 20-23rd of July

European Cup SK30 & SK22 Cup, 27-29th of July

Int. Swedish Championships Dragons, 27-29th of July

Int. Swedish championships Finn dinghy, 30th of Jul-
2nd of August

The event is organized by Nynäshamn Yacht Club with the support of the city of Nynäshamn. We will do our very best to give you a pleasant and exciting stay!

A warm welcome and good sailing in 2012 !



SWEDISH AND NORTHERN EUROPEAN CULTURAL TREASURE OF SAIL-
YACHTS, TOGETHER WITH OUR BEAUTIFUL ARCHIPELAGO WILL GIVE TI-
MANTS AND SPECTATORS MANY UNFORGETTABLE MOMENTS.

FOR MORE INFO AND CONTACTS, VISIT
WWW.NHSS.SE




THE EVENT IS ORGANIZED BY THE MUNICIPALITY OF NYNÄSHAMN
IN COOPERATION WITH NYNÄSHAMN YACHT CLUB AND CLASSIC BOAT MEET

Accommodation:

Following recommended hotels will give special rates to participants:

Utsikten Meetings, www.utsiktenmeetings.se, tel: +46 8 546 291 14

Skärgårdshotellet, www.skargardshotellet.se, tel: +46 8 520 111 20

Contacts:

Jan Klingeborn, Regatta President, Nynäshamn Yacht Club

jan@comcept.se

Website

www.nhss.se

6mJl activites in Great Britain

6mJl Open British Championship 2011

The event was a great success, and many thought that the support given by the sponsors was a significant extra factor which raised this year's event to a higher level, in terms of enjoyment by participants, and in terms of the exposure given to sponsors. We hope to repeat sponsorship again for the Sixes in future events. Main Sponsors were as follows:

- Sharps Brewery/Doom Bar
- North Sails
- Pendennis Shipyard and Superyachts
- Harken UK
- Savills
- Winter Rule Accountants

The event was hosted by the Royal Cornwall Yacht club who provided the competitors with an excellent platform both on and off the water. A list of results is attached and appears below in summary.



Falmouth©Kathy Mansfield



Championship Start© Kathy Mansfield



Regatta report

In total 15 boats participated in the regatta, being 6 Classics (pre 1965) and 9 Moderns. 2 French boats took part with crews travelling from far and wide to be in Falmouth. Boats were also transported down from Lymington, The Hamble as well as Fowey, and some local boats too. Crews gathered for a skipper's briefing on the night of Wednesday 18th May at the Royal Cornwall Yacht Club in Falmouth. The lights were still on until late in the evening as crews became acquainted with the local ales. A curry supper was provided by the RCYC.

Thursday morning, outside the National Maritime Museum, last minute preparations were hurriedly made and the fleet sailed out into Falmouth Bay for the first race with the warning signal scheduled for 10.55 am. After some delay for the wind to fill in, the first race got under way in relatively light airs, and then a second race was started but ultimately cancelled after the wind completely died, with the incoming tide sweeping boats way from the marks they were hoping to round. Ironically the wind then picked up nicely for all to enjoy a brisk sail home in the evening sunshine. Winners of the first race were Dix Aout (Classics) and Wild Cat 11 (Moderns). Crews were able to enjoy an 'after sail' barrel of Doom Bar each day thanks to sponsors Sharp's Brewery.

Friday by contrast was a different day with the wind gradually picking up to give all competitors quite fresh conditions and an excellent sail. With the wind blowing

on average 20 knots, sailing was exhilarating and the fleet was able to complete 3 races, without any serious incidents, and minimal damage. A river boat packed with champagne courtesy of sponsor Savills, pasties from Rowe's, and local strawberries took a rather happy group of competitors up the river to Truro and back that evening. In the Classics Titia won all 3 races, and in the Moderns, Lyonesse notched up 2 firsts, with Wild Cat 11 coming in first in final race of the day. The talk in the bars that night was for an even windier day to come on Saturday.

Saturday the wind blew up as predicted and after a bumpy and wet visit by competitors into the bay, the Race Officer wisely decided to start boats off in Carrick Roads. The wind was gusting up to 25 knots at times. 2 races were completed in blustery but exciting conditions and all reached the marina safely, in spite of a few retirements, gear failure and breakages this day. In the Classics, no one could catch Titia who claimed two more firsts. In the Moderns, Wild Cat 11 also was not to be beaten, and claimed two more first places. A class dinner held at the Falmouth Hotel was very well attended and a good night had by all.

Sunday, as some had anticipated, the wind was blowing solidly at 25 knots out in Carrick Roads, and in the absence of it dropping, the Race Officer after consultation with competitors decided that no further racing would be held.

Prizegiving held at the RCYC, was attended by the Mayor of Falmouth, along with senior personnel from the Regatta's Sponsors. As well as perpetual trophies presented by Pendennis Shipyard, the winners received some very attractive glassware presented by Winter Rule, more glassware from Savills, and a host of supplementary prizes and equipment kindly donated by Harken U.K., and North Sails.

Modern:

1st Wild Cat II; 2nd Lyonesse; 3rd Scoundrel

Classic:

1st Titia; 2nd Dix Août; 3rd Erica



6mJl mooring in Falmouth ©David Roberts



Rumble B'from SNT @ Kathy Mansfield



@David Roberts



At the mark @ David Roberts

6mJl activities in Canada

Team 6mR Vancouver 2011 Report: Finland, Switzerland and Back Again

Team 6mR Vancouver had a fantastic 2011 season, traveling the globe to meet with other 6 meter enthusiasts from around the world. Our circle of international friends is rapidly growing, as technology allows us more than ever before to stay in close contact with each other.

Our season started with our team's annual dinner party, hosted once again by Barry and Katherine Van Leeuwen in Coquitlam, BC. This annual event draws over 40 sailors from the Lower Mainland, and this year included guests from Washington State. Attendants are a mix of 6 meter enthusiasts, team members, friends and family from the Vancouver sailing community.

Most of the 2011 winter was spent preparing logistics and details for the team's trip to Finland for the 6 Meter World Cup. Special mention needs to go out to Tony Griffin who worked endless hours, on the phone and typing e-mails to ensure everything went off without a hitch. The Pacific Northwest Fleet team included 16 sailors, as well as 9 additional friends and family that came along to support the event. A total of 3 boats were shipped to Helsinki, Finland, to compete in the 2011 World Cup.

Peter Hoffman's "Llanoria" (US 83) had been sitting idle for some years, having not been in sailing condition for well over 10 years. On a tight schedule, Peter Hoffman worked hard to bring this special boat back to a competitive level. Along with the help of Jespersen Boats in Sidney B.C., "Llanoria" was completed over the winter and spring, bringing her back to new.

For those who don't know the story, "Llanoria" was both the 1948 and 1952 gold-medal winner in the Olympic 6-meter class. Since the 1952 summer Olympics were held in Helsinki, it was only appropriate that she should return to these same waters, to compete again in 2011. For all those who saw her sailing this last summer, I'm sure you would agree that she turned out beautifully. Look for her next year in Europe, where she shall remain temporarily to compete.

Also in attendance at the World Cup was Eric Jespersen's 2009 World Cup winner "Gallant" (KC 10). Eric's crew included his son Ross Jespersen on the foredeck and his father Bent Jespersen in the pit, as well as the new owner of "Gallant" and Team 6mR Vancouver's principal, Rainer Müller.

In addition to "Gallant" and "Llanoria", our third boat was the Vancouver flag-ship "Saskia II" (KC 19). This Fife-designed six built in 1934 fit right in at the Helsinki docks, which was a spectacle of 44 classic hulls,

and 12 moderns. Vancouver yacht-designer Don Martin was once again at the helm, racing with his daughter Tessa who was on foredeck. In the cockpit on main-sheet was Barry Van Leeuwen, Steve White on trim and Tony Griffin on halyards.

A competitive series of 7 races resulted in "Gallant" finishing 2nd to Finland's "Sara af Hangö", driven by Henrik Tenström. Peter Hoffman's "Llanoria", driven by Erik Bentzen, rounded out the top 3. Despite struggling a bit in conditions not fully suited to her design, "Saskia II" managed a final placing of 13th out of a total fleet of 44 classic yachts from around the world.

A special mention must go out to the Finnish hospitality experienced at the World Cup, which was truly first-class; all members of the Westcoast group had a fantastic time. Thanks to all 6 meter sailors in Finland for hosting such an amazing event and working so hard to ensure that the several hundred sailors in attendance were able to experience both a socially and competitively successful week of sailing.



Container with 6mJl

Llanoria US 83 on the way to be rigged





Saskia II is towed to the berth

Along with competing at the 6 Meter World Cup, Team 6mR Vancouver also made the trip to Switzerland this year, to once again participate in the Queen Christina Nations Cup. The Q.C.N.C. is truly one of the most unique events in sailing in general, and should be strongly considered by those who have not yet attended. The goal of the Q.C.N.C. event is to once-a-year bring together 6 meter sailors from around the world, and to tighten the bonds between a group of enthusiasts that are often great distances apart. By having the host-nation provide the boats to be raced, the Q.C.N.C event eliminates the challenge of shipping boats around the globe. Racing is regatta-format, spread over several days. Boats are swapped through-out the event, to ensure fairness for everyone. An owner's rep is also in-

cluded on each boat, completing each team. The result is the chance to try out many different designs, sail with new people, and bond as a community. Along with racing there are several field-trips to areas-of-interest, dinners every night and parties! The Vancouver team was made up of Barry Van Leeuwen, Rusty Kerr, Rainer Müller and Tristan Schön. Congratulations to Team Finland on a very well-deserved victory in challenging light-wind conditions. At the conclusion of the event, the Finnish team announced that they will host 6 meter enthusiasts next year, for the 2012 Queen Christina Nations Cup.

As a final note, while we were all off globetrotting business was still as usual at the yards in British Columbia. Soon to make her return to the racing world is "Ca Va" (KC 12), a Wedellsborg design from 1938. "Ca Va" has an interesting and colorful past, and we are all excited to see her back in the water. Her most notable anecdote is her keel, which was removed during world-war II and used to produce bullets. She had been sailing ever since with an iron keel that did not match the original lines. Under the eye of Don Martin, a new keel was designed to match the hull and the correct led keel poured. "Ca Va" recently had her wood-work completed by Mark Wallace on Salt Spring Island, and she now awaits paint and rigging.

All in all it was a busy yet exciting 2011 season for Team 6mR Vancouver. We are all looking forward to many more adventures and sailing stories down the road.

6mJl activities in USA

International Six Metre North American Fleet

2011 World Cup Brief

If the group of sailors who attended the Newport World Cup thought the scene and competition was amazing, nothing prepared us for the once-in-a-lifetime trip we had to Helsinki.

Though the West Coast contingent of Lanoria, Gallant and Saskia once again turned in top level results, I can only focus on the East Coast group as I was intimate with their experience. That said, this is the recap and takeaway from this amazing spectacle we call the World Cup.

There were four boats from the New England Fleet: Flapper, Elizabeth X, Totem and Lucie. The first three spent the winter and early spring strengthening hulls, re-rigging masts and designing sails. Lucie, resuscitated after a conversation aboard Matt Brooks' plane after returning from Antigua Classics, was completed with a new mast, rigging, sails and measurement in nearly two months. Matt was also wrapping up a major rejuvenation of the famed S&S Dorade at the same time.

On to Helsinki, in addition to the US contingent's boats being in top shape, the crews were remarkable. To match the fleet of champions from other classes, Flapper had world champion and Boatwright Lars Guck steering along with Hall Spars PJ Shaffer. Hans Oen

aboard Elizabeth X had his former World Cup-winning Danish crew along with American Richard Feeny, a champion multihull sailor and college All-American. Totem had two-time Team Race World Champion Tim Fallon next to owner Jesse Smith, J/24 world champ Dave Moffet and multi-national and international champion Tom Lihan.

With all of this talent, the numbers on paper proved to be the best team of this group and that was Brooks' Lucie. America's Cup Champion Robbie Doyle made the sails and was aboard, Rolex Yachtsman of the Year Jud Smith was there and 12 metre world champion Jamie Hilton was on the helm. Brooks and Hilton's right hand man Chris Greenman were in charge of the forward end.

Lucie, a Rule 2 boat, really hit her stride in the breeze with two second place finishes near the end of the event and the team and boat likely has more "under the hood." This looks like Lucie is picking up where Doug Peterson and Bob Kat left off in previous World Cups. Lucie and Totem's wood rigs and Dacron sails also showed the fleet that America's commitment to a simpler, more pleasing arrangement can also be competitive.

Aboard Totem we were pleased with our improved speed in bigger breeze, the boat's Achilles' heel, attributed to a wider range of mast rake and rig tension settings in addition to refined North Sails. It was the extremely tight starting pattern that was our downfall this summer. There was not a start where we got off front row and only for the patience of Tom Lihan did we salvage a few ok races. A black flag and a 24th took away our hopes of a top 10 finish.

All this said, the sailing was spectacular and the hosts even better. (Apparently American men are of great interest to Finnish women. Must be our John Wayne accents!) The scenery and navigation among the islands made us all feel like we were racing back in the days where seamanship counted...because here it did.

Our takeaway from this event, technically, was a better understanding of rig tuning and six metre fleet dynamics on the line and on the course. Emotionally, everyone is more hooked than ever on the boats and people. Jesse Smith attempted to leave Totem there to be brought to Sweden for next summer's events but the Carnet package could not be disrupted. Lesson learned there! The boat will not be traveling back for 2012 but more likely another World Cup summer in 2013.

Matt Brooks and his Lucie Team are committed to the Europeans and Sweden's anniversary regatta as well as Nick Booth with his Flapper. Very exciting! You never know what Hans Oen will do but our hope is that Elizabeth X will continue to show us why Hans is one of the best.

That's all for now. The event was a humbling experience and a great learning curve is always more exciting than a walk away. We are all hungry for more so look for the American's to continue their climb.

The New England fleet, while growing stronger and stronger in numbers, (counting at least eleven home based in our region, Totem, Discovery, Ranger, Clarity, SYCE, Cherokee, Elizabeth X, Lucie, Jill, Flapper, and Alana) like many new fleets, is still struggling to get everyone out on the starting line all at the same time and in the same place.

To encourage participation, we have developed, (and continually evolve) a rating system that allows boats from Rule II through moderns to compete against one another. While not perfect, it has been useful in gaining traction for the class in various regattas held in Newport.

This year, our season started out with a bang, hosting the US National Cup in concert with the NYYC 157th Annual Regatta the weekend of June 11-12. With a fleet composed mainly of well sailed classics, the one modern, US109 Discovery (1979 Doug Peterson Design) needed all five races to win the title.

US Nationals Cup	Skipper	R1	R2	R3	R4	R5	Total	Place
Discovery	Thayer / Rodes	6 (DNS)	1	1	1	1	10	1st
Clarity	Pearsall	2	2	3	2	2	11	2nd
SYCE	Towse	1	3	2	3	6	15	3rd
Cherokee	Savard	3	4	5	4	4	20	4th
Madcap	Fair	6 (OCS)	5	4	6 (DNS)	3	24	5th

The 6mRs gathered again at the Newport Regatta over the weekend of July 9-10. The wind was slow to build, but by the time the sea breeze had filled it was US112 Ranger (1979 Gary Mull Design) that found their pace and after a 2nd in race 1, rattled off five straight bullets. Jesse Smith, who normally skips US 51 Totem, quickly found all the gears of Ranger and sailed both

smart and fast. It was the last chance team Totem had to sail together in a 6mR before heading to Helsinki for the World Cup. Following Ranger in points was Madcap, Discovery, and Cherokee. (Results can be found at <http://www.sailnewport.org/regattas/newportRegatta/>)

Congratulations CHEROKEE

CHEROKEE, a 1930 Olin Stephens- 6 meter, was built in a collaborative project with Boothbay Harbor Shipyard and the Museum of Yachting. This season Cherokee had two firsts, two seconds and a third place finish.



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The second half of the scheduled season suffered at the hands of Mother Nature. Hurricane Irene forced the cancellation of the Herreshoff Classics Regatta and heavy air at the Museum of Yachting Classic Regatta the following weekend saw several 6's stay home and Madcap break a spreader, withdrawing and leaving stalwart US53 Cherokee, skippered by Molly Savard, to collect one of her many regatta first place finishes. Cherokee took home firsts in the Leukemia Cup and Tiedemann Regattas, and finishing the season with a second in the Sail for Pride Regatta, commemorating the 10 year anniversary of the September 11th tragedies.

Reminding all of Newport and New England of the grace and beauty of 6mR's, Clarity (D-22) was selected to grace the covers of two prominent catalogs (Atlantic Weathergear & NYYC Members' catalog) that were

distributed throughout the sailing world during the summer season.

We welcome all those that have joined recently and look forward to having more boats on the line next year with the return home of some or all of our contingent that participated in the Worlds. (Totem, Lucie, Flapper, and Elizabeth X).

Lucie US 55 returns to racing at the 2011 Six Metre World Cup in Helsinki

by Pam Rorke Levy

Lucie arrived in Helsinki just days before the start of the 2011 Six Metre World Cup, accompanied by a sole crew member, Johnny Walker. The rest of her Corinthian crew, including owner Matt Brooks, Helmsman Jamie Hilton, Robby Doyle and Judd Smith of Doyle

Sails, and bowman Chris Greenman would not arrive until the first day of racing, scheduled for Monday, August x. When they assembled dockside that day, the crew had spent just 45 minutes aboard Lucie together, sailing her from the Hinckley Boatyard to her recommissioning party at the IRYS dock in Newport, Rhode Island.



Helmsman Jamie Hilton, Johnny Walker, Judd Smith, and Chris Greenman ©sailpix.fi

The first day of the World Cup would mark Lucie's first competitive sail since the 1960s. Toby Rhodes found Lucie in 2004, and sold her to Gregory Carroll, who began a complete restoration in 2005. Over the next five years, boat builder Brian Rieff rebuilt Lucie in the exact manner of her original construction, including shellac between her double planked hull. That refit stalled before the mast, rigging and hardware were completed, but resumed in May of this year, when Knight Coolidge tipped off Matt Brooks and Jamie Hilton that the boat might be available for sale. Matt and Jamie had been searching for a classic six metre to race in Helsinki and considered other boats, either for charter or purchase, but concluded that Lucie's pedigree was undeniably the most promising.

Lucie was the last six meter designed by Clinton Crane in 1930, and arguably his best. She was built in Nevin's Yard on City Island in New York in 1931, for the noted sportsman Briggs Cunningham, and named after his first wife, Lucie Bedford Cunningham Warren. Lucie was named to three successive British-American Cup teams, her last in 1936. She is the only Crane design to stay in major competition after WWII. She often beat newer designs on the Great Lakes in the 50□s, such as US 81 Goose and US 87 MaybeVII, while named 'Stork'.



N71_6488_Dx0©sailpix.fi

Clinton Crane was a major force in the development of Corinthian yachting, a gentleman yacht designer, and an active 6 metre campaigner. Mr. Crane opened the door to Olin Stephens' career as a yacht designer, literally stepping aside when he realized that he was potentially taking clients away from Olin, a young man at the time, and whose livelihood depended on design commissions. Mr. Crane also designed 12's and 8's, as well as other sailing and power craft, including dinghies, unlimited speedboats and high speed luxury commuters.

On May 19 of this year, Matt Brooks purchased Lucie and Jamie Hilton went to work putting the final stage of Lucie's refit on a fast track bound for Helsinki. Boat builder Brian Rieff immediately went back to work at his yard in Brooklin, Maine, completing the restoration he had started years before, doing hull preparation, topsides and bottom, deck gear installation, and rig construction/assembly, with Marine architect Jacob Vargas in charge of optimizing the rig design for racing.

Less than weeks later, on June 7th, Lucie was trucked to Joe Loughborough's yard in Portsmouth, Rhode Island, where she was measured on June 8th and 9th by Andrew Williams, at the same time her rigging was completed by Phip Hallowell and Brian Fisher of Rig Pro. Robby Doyle of Doyle Sails delivered a complete inventory of new sails and Matt Borgueta ran the yard crew at Hinckley. Her mast was stepped on June 10th, just in time for her recommissioning at the IRYS dock. She went on a trailer on June 20, and was transported to Newark, New Jersey. Hans Oen assisted with fast-tracking logistics, getting Lucie on a ship out of New York bound for Europe on June 22, just four weeks after the final refit began. In that time, the team had built the rigging and mast, installed all of the boat's hardware and painted her hull.

Lucie had always performed well in light air, and that made her a perfect candidate for this summer's World Cup, as Helsinki is well known for light air and sunny skies in the summertime. But the forecast for the first day of sailing showed squalls and 17-25 knot winds.

As the crew made their way out of the harbor aboard Lucie that first day, they quickly realized how challenging the day would be, and just how tender Lucie was, with her new rigging and sails. After two hours of delays because of high winds, race officials finally announced the first start. Just as they were starting the race, bowman Chris Greenman heard a splintering sound and looked up to see the jib cascading down on top of him, nearly sweeping him overboard. The sheave box holding the jib halyard had been wrenched out of the mast completely, splintering the wood down the face of the mast. At first it seemed that the damage would be irreparable. And even if the mast and rigging could be fixed, Lucie had already scrubbed out of her first race.



N71_6449_DxO ©sailpix.fi

Back at the dock, the crew swung into action, looking for solutions. Marine architect David Pedrick - who had worked on the refit of Lucie for Gregory Carroll -- introduced the team to Allan Savolainen, an extraordinary local boatwright who was up the mast within minutes. By sheer coincidence, Jacob Vargish was also sailing that day on another boat. Together, Jacob, Alan and the rest of the Lucie crew quickly came up with a plan to restore the damage and make Lucie sailable in the next day's race. By the time Lucie was towed away from the dock en route to Alan's yard on an island off the coast, many other boats had abandoned the race because of the heavy winds, and race officials called it off completely. Lucie had a fresh shot at winning in its class at the World Cup. After working his crew all night, Allan had Lucie back at the dock in racing shape

by the start of Tuesday's race. The next three days of racing were characterized by unseasonably high winds and seas, but despite the conditions, Lucie quietly rose through the ranks. With each race, the boat and the crew performed better. Of the seven races scored, her last four finishes were 9th, 4th -- and in the final day of racing -- Lucie finished second in both races, against two different boats. According to helmsman Jamie Hilton, "we were just starting to hit our groove." In the final results, Lucie won her class, beating the next boat in the "Vintage" classification by 67 points, and winning both the KSSS trophy and the Baum & Konig Trophy for boats with wooden masts and dacron sails. Even more astonishing, given how the week started, Lucie came in 6th out of a combined fleet of 45 classic and vintage six meters, beating many more modern boats. Lucie is back in the US now for the winter, undergoing maintenance and repairs overseen by Jens Lange of Baltic Boat Works in Bristol, Rhode Island. "There's no question that Lucie is a fast boat," says owner Matt Brooks, "and next year at the 2012 European Championship in Sweden, we'll see how fast."

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6mJl activities in Germany

Ergebnisse der 12er WM, 8er WM und des 6er Sterling Cup

Bei überwiegend starken Winden wurden vom 29.03.-03.07.2011 in Flensburg im Rahmen der Rolex Baltic Week die Weltmeisterschaften der 12er und 8er sowie der Robbe & Berking Sterling Cup der 6 Meter-Rennyachten ausgesegelt. Vor der großartigen Kulisse der Flensburger Förde und mit 46 Booten dem wohl größten Aufgebot der Meter-Klassen bisher in Deutschland setzte sich bei den 12er Vanity V aus Dänemark unter Patrick Howaldt gegen Winfred Beeck mit Trivia und Guy Ribadeau mit Sphinx durch. Bei den 8ern gewann über alles die Yacht Hollandia aus den Niederlanden vor Lafayette aus England und Yquem II aus Frankreich. In der Neptune-Klasse der originalgetreuen Boote belegte Dr. Hanns-Georg Klein mit Anne-Sophie vom Münchner Yacht Club den 2. Platz.

Bei den 6er belegte Sleipnir II, ein A & R-Bau aus den Jahren 1935 von Andreas Krause den ersten, sowie Dr. Björn Storsberg auf Aida aus Flensburg den 3. Platz. Mit zwei ersten und zwei Dritt-Platzierungen wurde Mena (BJ 1946) vom BYC Zweiter in der Gesamtwertung. Die Crew bestand aus Dr. Thomas Kuhmann (Steuermann), Dr. Bärbel Güpner, Benedikt Schwaiger vom BYC, sowie Phil Crebbin, Frederik Petersen und Lothar Peatzel.

Dem anwesenden Ehrenpräsidenten des Bayerischen Yacht Clubs, Manfred Meyer, hat es ebenso gefallen, „im hohen Norden“ die Flaggen des BYC anzutreffen, wie auch König Harald von Norwegen, der den Haftungsausschluss einfach mit „Harald“ unterschrieb, was ihn aber nicht davon abhielt, anschließend eine ordentliche Kollision mit einem anderen 8er herbeizuführen.



Flensburg



Björn Storsberg, the partner of Katrin, the photographer, together with his son and the crew is one of four German owners to participate at the World Cup 2011 in Helsinki

Market place

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

Information of general interest

KSSS Trophy

It can happen, that a trophy disappear. This happened to Marina Carpaneda as helms-lady but not owner of Dan. I spoke to her today and learnt that the trophy has been given to the owner of Dan. The owner had all the trophies Marina and Luigi won (for him) in a shelf in his manufacturing yard and the yard dislocated and it seems that on the way to trophies were lost.

Marina is aware that losing the KSSS Trophy is not a good thing, deplores it but is not able to get it back. She is ready to let manufacture a replica of the KSSS trophy in Italy. But for this she needs photos of the trophy and the text on the trophy or base together with the exact copy of the flag of the club that was with the trophy as she remembers. Marina told me that she wrote to

the KSSS Club to get these information, but had no reply up to now. May be that Thomas Lundqvist as President of Swedish 6mJl fleet would be able to look for these information. So please if anybody could help to get information regarding the KSSS Trophy let me know about and I will send the collected information to Marina.

bfurrer@6metre.ch

Read the comment from Italy:

Dear Beat,

I've some news about the Classic Six Metre World Cup Trophy, donated by KSSS (Royal Swedish Yacht Club). Merging your information, and thanks to the interest of Mr. Carlo Croce, President of the Italian National Sailing Authority (FIV), here the brief of facts:

1- The trophy has been awarded in 2003 to D43 DAN, a boat skippered by a well estimated sailor, Mrs Marina Perrot-Carpaneda. Marina is married with Mr Luigi Carpaneda, current Commodore of the YCPR (<http://www.ycpr.it> - Luigi is an Olympic fencer, gold in the team foil event at the 1956 and a silver in the same event at the 1960, as well)

2- Unfortunately Carpaneda family was not owning D43 DAN, and the trophy has been given by Marina in the hand of the owner of the yacht.

3- Marina, and Luigi as well, after having been involved by Tim trying to recover the trophy, did contact the owner and went personally to his home to search the trophy in his collection. No result, the trophy is missing.

No doubt at all about the honesty and sincerity of everybody about this issue.

Now stop to bad news, here the good one.

Marina and Luigi, even not having any responsibility in missing the trophy, intend to do everything possible to avoid that in the future the their image, and the Italian sailors' image as well, will be compromised in the records of 6mR Class.

To reach such result Carpaneda family intend to rebuild the Cup at its own expense and to give it back instead of the original one.

Marina and Luigi needs to receive some picture, drawing, dimension data and everything necessary to rebuild the Cup as close as possible to the original one.

Do you believe that accepting this proposal the honor of everybody will be restored?

Best regards,

Roberto Armellini (ITARA12)

Jury Chairman of the 2011 6mR World Cup

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Robbe & Berking et ses 6 M JI

Le jeune chantier allemand Robbe & Berking Classics, qui organisera en 2013 le championnat mondial de 6 M JI, vient de mettre en chantier deux répliques de 6 M JI. Il s'agit d'abord de *Nirvana*, qui a touché l'eau pour la première fois en juin dernier, dans le fjord de Flensburg, à la frontière dano-allemande, lors de sa première visite de jauge. Ce 6 M JI est issu d'un voilier original construit en 1939 par Abeking & Rasmussen, sur un plan

d'Olin Stephens. Il a disparu au cours d'un incendie en 1959 sur le lac de Constance. La seconde réplique se nomme *Apache*. L'original a été construit et dessiné par Bjarne Aas à Fredrikstad, en Norvège, en 1939. Appelé au départ *Iselin*, le voilier a disparu aux États-Unis dans les années 60.

Caractéristiques techniques de *Nirvana* : 6 M JI – Design : Olin Stephens – Année : 1939/2011 – Long. h-t : 10,91 m – Bau maxi : 1,83 m – Tirant d'eau : 1,64 m



GERMANY: 8-M AND 12-M WORLD CHAMPIONSHIPS

King of Norway in collision

An amazing 46 yachts in the 8-M and 12-M classes were battling it out for the World Championships at Rolex Baltic Week in Flensburg as we went to press. Among them was King Harald V of Norway, who was

involved in a minor collision with the classic 8-M *Delphis* on 29 June while at the helm of his classic 8-M *Sira*. The King and crew have accepted responsibility for the collision, in which *Sira* hooked the leeward

Above: *Sira* (green hull) in a brush with *Delphis*

backstay of *Delphis* while bearing away. In general terms, the regatta has been beset by extremes of conditions with racing cancelled due to high winds and, on other days, frustratingly light airs.



Above: *Cambria* is behind *Shamrock V* - a rare sight at this regatta
Left: *Bau Bau*, a 6-M restored six years ago by brothers Filippo and Giuseppe La Scala and kept on Lake Como



Closing words

This is another ISMA news. As it was discussed at the annual general meeting a team is studying new form of information in view of our class. Hopefully we can decide at the AGM 2012 on a very convincing project, that should be installed for a three years trial period. This would let me take a breather. More time for sailing would be nice after ten years of searching information around our beloved yachts, either for Classic or for Modern, but always driven by the basic idea, that 6mJI boats must be raced and not stored in private museums.

Beat Furrer

ISMA news editor

Mitwirkung: Collaboration: Participation:

Tim Russel, Eero Lehtinen, Matt Cockburn, Joëlle Zumoffen-Fruttero, Henrik Andersin, Thomas Lundqvist, Douglas Reincke, Toby Rodes, Chris Museler, David E. Elliott, Stefan O'Reilly-Hyland, Reinhard Suhner, Staffan Berg, Gilles Favez, Oliver Berking, Julie Jones, Guy Minder, Katrin Storsberg, Paul Smith, Tim Russel, Roberto Armelin, Pam Rorke Levy, Thomas Kuhmann, Eero Lethinen, Hans J.Oen, David Roberts

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ONBOARD

Classnotes

12-Metre

BY VANESSA BIRD

If there's one class that has had more impact than any other, it is the 12-Metre. Conceived in 1907 following the creation of the International Rule, it has influenced yacht design massively, and been associated with some of the biggest names in the industry. It's been an Olympic class and an America's Cup class, led the way in pioneering innovations, and now rates highly on the international circuit.

The class was one of ten Metre classes introduced in 1907 after representatives from 13 nations formed the International Yacht Racing Union and put an end to the trend for extreme designs. Sail area had been increasing by the year, and beams decreasing, which meant that yachts were quickly becoming outclassed. The new International Rule sought to avoid this, by using the boat's dimensions to calculate a specific metric class number. It allowed some freedom for the hull and rig design, but with constraints to prevent anything too extreme.

The first three 12-Metres were launched that year in Britain, France and the Netherlands, and in 1908 the class was given a significant boost when it was chosen for the Olympics. Only two boats, both of which were British, took part, but that did little to diminish interest. Six more Twelves were built that year, followed by eight in 1909, and interest soon spread throughout Europe. The class competed again at the 1912 Olympics, and in 1920, following revision of the Rule.

From the early days, the 12-Metre class has attracted key designers, among them Fife, Mylne, Nicholson, Anker and Oertz, and the USA, initially reluctant to adopt the International Rule, joined in 1928 when six 12-Metres were built to a Starling Burgess design by Abeking & Rasmussen. In 1929, the USA accepted the Rule, and designers such as Clinton Crane and Francis L. Herreshoff soon became involved.



It was Olin Stephens's involvement from 1938, however, that was to prove particularly significant. In 1939 he designed *Vim*, a ground-breaking design that in her first year won 19 out of 27 races.

Stephens remained at the forefront of 12-Metre design for the next 50 years, but it was his sixth boat, *Intrepid*, that heralded a new era for the class. In 1956 the class had been selected to replace the J-Class in the America's Cup, and in the 1967 challenge, *Intrepid*'s innovative hull shape proved unbeatable. She won again in 1970 and, until *Australia II* appeared in 1983 with her winged keel, all subsequent competitors shared similar underwater profiles, with a separate skeg-hung rudder, 'bustle' and trim tabs.

The class continued to race in the America's Cup until 1987, when the last new 12 was built, but its rejection did little to diminish the 12-Metre's popularity. Such was its reputation and pedigree that people were keen to see it thrive, and the 1990s saw numerous classic 12s undergoing restoration.

The Med circuit proved a popular venue, and a new handicapping scheme allowed boats to compete on an equal footing, regardless of which rule they had been built to.

This class is relatively unique. In its 104-year history, it has never really suffered a period of unpopularity; it has seen significant innovations, input from the world's top designers and raced in major events. It really is hard to beat.

12-METRE
VIMLOA
70ft 3in
(21.4m)LWL
45ft 6in
(13.9m)BEAM
11ft 9in
(3.6m)DRAUGHT
8ft 9in
(2.7m)SAIL AREA
1,926sqft
(179m²)DISPLACEMENT
28.44 tonsDESIGNER
Olin
Stephens

RULES AND DIVISIONS

170 12-Metres were launched between 1907 and 1987. They were built to four versions of the International Rule, the First (1907-1920), Second (1920-1933), Third (1933-1939) and 3rd America's Cup rule (1956-1987). Today, the class uses a handicap system, which splits the fleet into five divisions: Grand Prix, Modern, Classic, Vintage and Antique.

AMERICA'S CUP JUBILEE

The America's Cup Jubilee, held in the Solent in 2001, attracted a record number of 12-Metres: 37 took part in the week-long racing, including *Australia II*, which was taken out of the National Maritime Museum in Sydney for the event.

EVAINE, SCEPTRE, COLUMBIA

For the 1958 America's Cup, the first event in which the 12-Metre class would compete, *Evaïne*, designed by Charles Nicholson in 1936, was used as a trial horse for David Boyd's new challenger, *Sceptre*. *Sceptre* only just beat her in the trials and in the series was defeated by *Columbia*.

£100K UP

12-Metres sell for between £100,000 and £1 million, depending on their design, pedigree and condition.



www.12mrclass.com