



Word Cup Winner 2013 © Gilles Favez

**ISMA NEWS**



**International 6mJL Association**

## Inhalt

Editorial . . . . .	3	Questions for a Fourth Rule . . . . .	28
ISMA International Six Metre Association . . . . .	6	Technical matters from Ian Howlett . . . . .	29
Official news . . . . .	6	Second International Rule of Measurement. . . . .	31
Annual General Meeting 2013. . . . .	6	Reports from Germany . . . . .	35
ISMA Board 2013-2014 . . . . .	13	The teams . . . . .	35
The ISMA board 2013-2014 . . . . .	13	Robbe & Berking Sterling Cup und 6 mR- World Championship . . . . .	46
Final Draft of Vintage Classics List . . . . .	14	And the winners are . . . . .	52
Questionnaire . . . . .	15	Lucie US 55 . . . . .	56
From the treasurer . . . . .	16	Reports from Switzerland . . . . .	56
Change of Treasurer . . . . .	16	Classique Edmond de Rothschild 201 . . . . .	57
Membership Subscriptions . . . . .	16	Reports from France . . . . .	58
Have you got your Sail Labels? . . . . .	16	Open de France et de Grande Bretagne 6 m JI journ e du lundi 3 juin 2013 . . . . .	58
Accounts for 2013 . . . . .	16	6 m JI La Trinit r sum de la journ e du mardi 4 juin . . . . .	58
ISMA Subscriptions paid 2013 . . . . .	18	6m JI la Trinit - pr visions m t o pour la journ e du 5 juin . . . . .	58
Classic Report for AGM . . . . .	18	Reports from Australia . . . . .	60
Austria . . . . .	19	"Six of the best" - the Fife Six Metre One Design Class in Australia. . . . .	60
Brazil . . . . .	19	Reports from England . . . . .	64
Finland . . . . .	20	The British Six-Metre Season 2013 . . . . .	64
Norway . . . . .	20	Reports from Finland . . . . .	67
Denmark and Poland. . . . .	20	International Six Metre Finnish Fleet . . . . .	67
Modern News . . . . .	21	Season 2013 Report . . . . .	67
ISMA Technical Committee Report . . . . .	22	Information of general interest. . . . .	68
Thoughts on the Future Of the Class . . . . .	24	F 20 Tara donated to the Conservatoire Maritime du Havre . . . . .	69
David Chivers note to the Technical Committee	25	Race Calendar 2014 . . . . .	70
The Objective . . . . .	25	Closing words. . . . .	71
Discussion . . . . .	25		
Thoughts on the future of the International Six-Metre Class . . . . .	25		
An Appreciation of the Situation Tim Street, Past-President ISMA . . . . .	25		
Third Rule . . . . .	26		
The Proposed Fourth Rule . . . . .	26		
Keels . . . . .	27		
Deductions . . . . .	27		
Conclusion . . . . .	27		
Recommendation . . . . .	27		

## Editorial

Dear friends of the 6mJI Class

We enjoyed a summer as rarely before. The sun, the wind, the lovely sea and lakes compensated us for the cold and wet spring. Hopefully all of you had the time to spend days on your yachts, either for a local trophy, for a national championship or even for leisure sailing.

CLAUS OTTO HANSEN and his team

Again we have to thank all the Yacht Clubs, their teams on shore and on the water, having us raced in superb conditions and arranged perfect courses .not always, but mostly

We lived also a novelty at the Annual General Meeting 2013 that was held in the rooms of the Flensburger Segel Club. It was not only discussed about the future of our Class. More than this a team of engaged sailors decided to work out a questionnaire that could help us to find the direction and decisions we should take to continue to be a lively Class. Please do have a look at this special chapter, do either answer the questionnaire available on site [www.6metre.ch](http://www.6metre.ch) or do answer the questionnaire on paper and send it to the ISMA secretary.



When this issue is published the first questionnaires have been sent back. The ISMA board hopes to get a good response. If you did not answer yet, please do it as soon as possible.

You will find in this issue some interesting comments on the 4th rule proposed also.

We lived another novelty. Now it is clear to all of us, that we sail in classic boats, some are more classic than others, but finally they are all classic. The 34th America's Cup let us understand, that the future of sailing is flying the boats! We have to congratulate both teams from USA and New Zealand for the spectacular event they offered us in the bay of San Francisco. Never has been presented sailing in such a professional way and we have also to admire the virtual presentations that finally helped for a perfect communication on TV. This was also the reason for the late issuing this ISMA news.



World Cup sponsored by  
BMW © Ulf Sommerwerck

For me personally the question is still open who we could win to get more support to our Class? I fear that we as a 6mJI family will have to support ourselves.

The 2013 World Cup in the Flensburger F rde was the best example for a fantastic î self made event.



Oliver Berking © Jan Krueger



Oliver Berking portrait © Ulf Sommerwerck

Oliver Berking and his team, but also the sponsor BMW and the Flensburger Segel Club offered some spectacular days to all of us. First of all they organized best summer weather, then the World Cup was peppered with superb social events, mainly in the impressive yard of Oliver Berking in Flensburg.



We must be aware that the 2013 World Cup cannot be the model for next international Championships. We do not find in any place a sponsor like Oliver Berking. The entry fee itself is covering a very small part of what has been offered to the sailors. Please do submit your entry also for races that are organized in a more modest way. Finally we go there for sailing and meeting friends.

The year comes soon to an end. Please do accept my best wishes for a Happy New Year. Good health, a lot of nice hours spent with your family and hopefully successful business will open you the door for more sailing also in 2014, when we will have the Europeans in Falmouth and a lot of other local races. Do prepare your boat in time and plan your crew .they are more important than new sails.

Beat Furrer  
ISMA President and news editor



## ISMA International Six Metre Association

### Official news



The hon.IMSA secretary and treasurer are instructing the president © Gilles Favez

## Annual General Meeting 2013



© Gilles Favez



International Six Metre Association (ISMA)

## Minutes of the 41st Annual General Meeting

held on 2013, 6<sup>th</sup> August,

at Flensburger Segel-Club (FSC)

### 1. Welcome

President Beat Furrer welcomed all participants. He reminded the meeting that the Agenda of this AGM has been published on ISMA's website in due time. and he would now follow the Agenda.

### 2. In Memoriam

The President asked for a minute of silence in memoriam of those who passed away last year and this year, mentioned their names, and stressed their contribution, passion and achievements for our Class :

Peter Norlin 1941–2012

Designer and 6 Metre sailor

Britton Chance 1940–2012

Designer of non winged keel sixes mostly

Magnus Olsson 1949–2013

6 Metre World champion with Pelle Petterson  
in Seattle

### 3. Apologies for Absence

The President reported that Matt Cockburn, Peter Hofmann, Eero Lehtinen, Thomas Lundqvist, Hans Oen, Henrik Andersin and Tim Street had sent their apologies for absence.

### 4. Minutes of Previous Meeting

Stefan O'Reilly-Hyland, Honorary Secretary, reported that no comments had been received with respect to the 2012 AGM Minutes, published in the autumn of 2012 on ISMA's website.

The minutes of the previous AGM are therefore regarded as approved and will be signed by the President.

### 5. Number of votes per national association based on 2012 dues paid

The voting numbers resulting from paid memberships in 2012 were prepared by Tim Russell, the Honorary Treasurer of the Class. They give voting figures as follows :

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

#### These are the 102 voting rights for the AGM 2013 in Germany.

It was confirmed that Matt Brooks was representing the North American Association.

#### 6. 2012 Accounts/2013 ISMA Dues

Tim Russell first reminded the audience that he had been acting as Honorary Treasurer of ISMA for quite a long period of time and pointed out that he thought it appropriate to have a new treasurer; he offered to complete the 2013 accounts in order to ease the task of his successor.

He circulated an updated version of the accounts and then presented the accounts (see Attachment 1) stating that there was no particular comment to be made except that he had as usual paid attention to exchange rates and made sure that each National Association did provide the names of those having paid up ISMA's fee. He reminded the meeting that National Associations should also provide the treasurer with details of each member in order for ISMA to keep an updated list of their details (address, e-mail....) and be able to send the bulletin or any communication to the right address. He observed that the number of sail labels paid was typically higher in any WC year.

It was also suggested that the same bank accounts should be kept in the future by his successor, and he agreed to investigate with the bank whether this would be possible.

#### 7. President's Report

The President expressed special thanks to Oliver Berking, the sponsors, and the FSC for such good organization and all the work they had done to make this World Cup edition memorable.

The president also thanked :

- Matt Brooks for the reconstruction of the KSSS Trophy, and for having prepared a «Custodial Acknowledgement» to be signed
- all attendees participating to the AGM,
- Thilo Durach for Classic Newsletter N° 15 which everyone can see on ISMA's website.
- Don Wood for his generous offer of a Trophy for the Moderns non-winged keel boats.

#### 8. ISMA Board / Reminder

The President first reminded attendees of the board members names and titles as mentioned hereafter :

##### 2012-2014 ISMA Board

President  
 Hon. Secretary  
 Hon. Treasurer  
 Vice-President (US)  
 Vice-President (N-EU)  
 Vice-President (S-EU)

Beat Furrer (SUI)  
 Stefan O'Reilly-Hylland (FRA)  
 Tim Russell (GBR) until end of 2013  
 Hans Oen (USA)  
 Ismo Hentula (FIN)  
 Dr. Thomas Kuhlmann (GER)

##### Nominating Committee Chairman

Henrik Andersain (FIN)  
 Toby Rodes (USA)

##### Race Officer

Paul Smith (GBR)

##### Technical Committee Chairman

David Pedrick (USA)  
 Ian Howlett (GBR)  
 Greg Stewart (USA)  
 Guy-Roland Perrin (SUI)  
 David Chivers (GBR)

##### Technical Committee Secretary and Rules

Tim Russell (GBR)

##### Classics Committee Chairman

Tim Street (GBR) replacing Oliver Berking  
 Matt Cockburn (USA)  
 Johan Larsson (SWE)  
 Chris Museler (USA)

##### Classic Newsletter

Thilo Durach (GER)

The President then mentioned the Proposals from the Nominating Committee to be voted upon :

- Honorary Treasurer 2014-2015 : Matt Brooks (US)
- Classic Committee  
 Confirmation of Chairman 2013-2015 : Tim Street (UK)
- Nominating Committee : Dr Thomas Kuhlmann (Germany)

All the above proposals were unanimously approved at the meeting and the three above officers are therefore elected.

All the details of the board members will be published on the ISMA site [www.isma.ch](http://www.isma.ch)



9. **Technical Committee annual report**
- With respect to the two following issues, firstly the 50mm floatation allowance for Classic Sixes, and secondly 'Gentleman's agreement' policy for replicas, the President stated that it may have appeared somewhat unusual to publish in the Agenda comments on both topics. He added, however, that in this particular case, it appeared useful to do so in order to remind people of past decisions and avoid keeping open for ever issues for which decisions have already been taken. He also thanked Tim Street for having prepared and send these comments.
- The two above mentioned issues are consequently regarded as having been settled in the way indicated in Tim Street's comments. If there were any further questions regarding these two points, they should be referred to the Technical Committee.
- David Pedrick, as Chairman of the Technical Committee, reported that nothing had to be voted on. He nevertheless circulated a memorandum to all participants dealing with different topics. He apologised that he unfortunately did not have time to publish the memorandum earlier and said he would in the future set an agenda of priorities to be given to the issues listed in the memorandum. It was decided that this memorandum will be made available on ISMA's website.
- Interestingly, the last page of this memo presents a report of the measurements done in Flensburg for the 2013 6 Metre World Cup. David Pedrick indicated he would develop a paper that would help to guide owners of Six Metres in checking their boats measurements. Ian Howlett kindly offered to provide ISMA with a paper published some years ago to help owners to check floatation, that could also be published on the website.
10. **Classic Committee annual report**
- The President mentioned that Tim Street's report would be available on the website of ISMA.
11. **Classic Six Metre Newsletter**
- Thilo Durach has published his first Newsletter. He told the assembly he will be happy to continue doing it and suggested that he would like to get from owners or other sources the story of each boat; he believes that this would enable him or ISMA to provide organizers of future Six Metre events with interesting details on boats participating.
12. **Questions to be voted upon**
- A) **Championships** Rapporteur : National Presidents  
Decided 2011
- Europeans 2014** – Falmouth, UK  
Robin Richardson made a short presentation and circulated a flyer to all attendees giving details, dates, contacts and address of the Organizing Authority, the Royal Cornwall Yacht Club.  
A website was already set up : [www.6metreuropeans14.com](http://www.6metreuropeans14.com)
- Dates : 16 – 20 July 2014 / 6 Metre British Open Championship  
21 – 26 July 2014 / 6 Metre European Championship
- Falmouth, being a holiday town, offers plenty of accommodation, but early booking is recommended.
- Worlds 2015** – La Trinité, France  
Decided 2010
- Stefan O'Reilly-Hyland confirmed that La Trinité-sur-Mer will be the venue and explained the reasons for this choice: sheltered sailing area, experienced Yacht Club (will organize the 8 Metre 2015 World Cup and did the 6 Metre Europeans in 2008), good logistics available, easy access.
- Dates : 29 May – 5 June 2015 (to be confirmed).
- Early dates have been retained as per the request made in Helsinki by North American owners and in order to allow Scandinavian crews to spend mid-summer at home.
- Europeans 2016** – Brunnen, Switzerland  
Decided 2011
- Worlds 2017** – North America  
Decided 2011
- Further to the Royal Vancouver Yacht Club offer to organize the WC, Steve Kinsey made a presentation and circulated paper copiesto all attendees. He pointed out that this proposal was submitted on behalf of the Seattle and Vancouver fleets (20 boats), that some boats will be made available for charter and that the dates would be :
- Dates : 28 July – 4 August 2017
- Decision : the Vancouver was been accepted**
- It was then agreed that Paul Smith, as ISMA's race officer, and the Canadians would together discuss the transportation issue and report to ISMA and National Associations.
- Europeans 2018**
- There was an informal proposal from Finland to organize both 2018 and 2019 championships. President Beat Furrer reminded all attendees that the policy agreed and followed up by ISMA was never to hold a championship in the same country two years in a row. This Finnish unofficial bid for 2018 is therefore not acceptable.
- Other proposals for 2018 will be welcomed in order to be decided upon at 2014 ACM.
- Worlds 2019**  
bid from Finland & Hangö Segel Forening (HSF)
- Decision : accepted**
- B) **ISMA Bulletin**
- The President recalled that this issue is still open as no proposal has been submitted so far along the lines that had been set at Helsinki AGM in 2011. He then asked whether there was any suggestion or proposal.
- A general discussion took place, speakers suggesting different approaches ranging from a very sophisticated marketing magazine such as «Goose» published by Oliver Berking (who said he could not see a similar thing done by ISMA) to a much greater use of media or a mix of both; hiring a brand consultant to look at the value of the 6 Metre brand was also mentioned. Thomas Lundqvist had presented a further written proposal which Thomas Kuhmann relayed and it was suggested to publish it on the website
- In essence, everyone agreed that work on a real communication strategy for the Class was a key point and was needed to promote it with a greater impact.
- Decision:** Meeting agreed to continue the principles established in Helsinki and to set up a committee upon the initiative of Thomas Kuhmann, which he agreed to lead with the assistance of Thilo Durach and Paul Smith.
- In the first place, the said committee will prepare a questionnaire which it will forward to all national associations' members within the next two months or so.

- A number of different views were then expressed, in particular from :
- Matt Brooks who indicated he liked the proposal while making the two following observations, first that price point should be low, second that Andy Parker would like to get involved in the process.
  - Paul Smith observed that the real question was more the ability to market the Class as it currently exists rather than appealing to a particular generation or developing new rule; he also underlined the advantage of the present rule that result in such close competition between boats.
  - Ian Howlett thought it was a bit strange that the Association would invent a new class and outlined that the 12 M Class had to a large extent destroyed itself at one time by doing these sort of things. He added that Moderns have not been developed significantly, and the Moderns participating to this WC are still «old» boats with rather primitive keels that had not had the benefit of any serious investment to better them... The whole thing sounds like «turkeys voting for Xmas».
  - David Pedrick somehow disagreed with that and said that what mattered was a vision of what the Class would be in this new century, adding that with respect to Moderns, none of them were really moderns and wondering what degree of change can meet the interest of owners and sailors; he also pointed out that there are things that could be done, significant to a more friendly use of the boats, but not revolutionary, and leaving the question open of where can the Class evolve, and what are the boundaries of such an exercise.
  - Tim Russell reminded all that past Moderns development was achieved without modifying the rules, went on making a distinction between evolution or revolution and said that this 4th Rule was a proposal for a class of a different nature. He then made a parallel with the 5.5 M and the approach taken in the past that resulted in the 5.5 M birth.
  - a younger crew participating to the WC observed that we should highlight the different character of the Class compared with other boats and the special challenges and rewards of sailing Six Metres, the President noted that this new rule issue had already been raised in the past and that in his opinion the real point was the promotion of the Class. He mentioned that he had investigated the innovation matter with an architect he had commissioned and that after several years of discussion it ended up with a boat rather close to those existing.
- In the end it was agreed that the issue of design or innovation was related to the question of how to attract new owners and younger generations.
- The President thanked Thomas Kuhmann for having raised that issue that had already been tackled years ago.
- Upon the suggestion of Thomas Kuhmann, it was agreed that the questionnaire should be extended; it was then suggested that the Technical Committee be involved in preparing appropriate questions regarding this issue in particular, to be inserted in the questionnaire.
- 15. Jean-Pierre Otero Trophy**
- Upon the proposal of the President which was unanimously approved, the Jean-Pierre Otero Trophy was awarded to Peter Norlin's Family and presented to his son Markus Norlin crewing on Notorious.
- 16. Future sailing events**
- 2013 – Yacht Club de Cannes / Régates Royales (Sept 21–28th)
- The Yacht Club de Cannes had just advised ISMA that it had cancelled the 2013 regatta for the Metre Classes due to the lack of positive response from metre boats for this year.

7

- The objective of the questionnaire would be to provide the committee with the basis to develop a future communication policy for the Class and present it to the next AGM in the form of a «recommended approach».
- Meanwhile, President Beat Furrer has offered to continue the existing bulletin until a replacement scheme is in place.
- C) Non-winged keel boats built between 1965 and 1978 inclusive**
- the following proposals made by Peter Hofmann were presented by the President and voted upon
- Confirmation that non-winged sixes (1965 – 1978 inclusive)
  - will continue to race in the modern division and therefore compete for the World Cup Trophy and Europeans with the other moderns,
  - Award of special trophy to non-winged sixes at WC and Europeans
- Decision** Yes
- Don Wood will offer the Trophy
- D) European Championship Rules and WC deed of gift**
- Presentation and explanations given by **Tim Russell** :
- References to advertising in the World Cup Trophy Deed of Gift and Championship Rules for the Open European Championship are out of date and need to be amended.
- Proposals to reward above Deed of Gift (paragraph 11) and Rules for the Europeans ( paragraph 9) as follows :**
- The Class is subject to the Advertising Code set out in ISAF Regulation 20. Competitor advertising is restricted to the following areas:
- 1) on spinmakers,
  - 2) on the transom of the yacht,
  - 3) on flags hoisted on the forestay when moored.
- Decision** : Yes
- E) Proposal for the Lucie Bedford Warren Trophy**
- This very generous proposal for a perpetual Trophy that will be awarded to the winning Rule 2 boat at each World Cup was gladly accepted.
- The Deed of Gift of The Lucie Bedford Warren Trophy was circulated. It was suggested it should be published on the website of ISMA.
- 13. Queen Christina Nations Cup 2014**
- No information was given.
- 14. Application “fourth rule**
- Thomas Kuhmann summarized the ideas he had submitted in the paper (see attachment II to the Agenda of the AGM).
- He suggested that the Class has suffered from a lack of design development in recent years and believed there was scope for a more radical approach to create a new class rule (4th) to offer a new design, 5 crew keelboat 6 M class, innovative and targeted to embrace as well a younger generation. He therefore proposed to set up a committee to work during the next year to define and present at Falmouth 2014 AGM what should be done and how ; the idea being that after this first phase, a design contest involving a number of architects would take place.

6

**2016 - 150th anniversary of the Royal Danish Yacht Club (KDY)**

A representative of the KDY indicated that it was planned to have a 6 Metre event during its jubilee. Dates would be mid August - end of August in order to avoid a conflict of dates with Europeans in Brunnen.

The meeting started at 7:00 PM and concluded at 9:45 PM.

Stefan O'Reilly-Hylland  
Hon. Secretary  
13- August 2013

**Attachment I**

INTERNATIONAL SIX METRE ASSOCIATION

**Financial statement at 31 December 2012**

All figures in Euro (€) except where stated otherwise  
Sterling account converted at £1 = € 1.25

	2011	2012
<b>Income</b>		
ISMA Fees (Note 1)	4720.00	8760.00
ISMA Fees - ISMA	121.00	1040.00
ISMA Fees - ISMA for previous year	80.00	0.00
ISMA Fees - advance payment for following year	2950.00	3800.00
Sail Labels (Note 2)	30500.00	11900.00
Total income for the year		
<b>Expenditure</b>		
ISAF Subsidies 2012 (€218.40)	248.12	268.63
ISMA News and website (CHF 24,300)	27913.20	20727.66
ISMA expenses	18.36	0.00
ISAF expenses	638.16	0.00
Losses on currency exchange and bank transfers	-1548.73	-46.28
Bank charges	144.68	154.52
Total expenditure year to date	22503.92	21036.55
Surplus of income over expenditure	12506.08	-9100.55
Balance brought forward from previous year	42731.84	40900.47
Exchange rate correction from last year end	78.02	11.50
Corrected balance brought forward	42756.86	40911.97
Balance at bank	40900.47	31811.42
Euro account balance	47440.06	29469.19
Sterling account balance	459.09	2942.23
	47899.15	31811.42
Note 1	114	102
Note 2	8	7
Note 3	256	34

**Attachment II**

**Application for a "fourth rule"**

To the International 6 Metre Association (ISMA) to be presented at the AGM in Flensburg, August 6<sup>th</sup>, 2013

**Background**  
After a little more than 100 years of existence, the 6 Metre Class today comprises roughly 300 Classics and 100 Moderns, totalling approximately 400 existing, sailable boats. With that we are a comparatively tiny, but still prestigious class, with strong, however varying, image, reaching, from "Mini 12s" to "America's Cup test lab", "beautiful ladies" to a "most vivid subdivision of the Metre Class", etc.

From 1965, the Class has quite successfully innovated itself by starting the Modern rule, leading to an interim phase with what we call today the „Semi-Moderns“, and then the Moderns, mostly built during the 80ies until the early 90ies. By that, the Class has already once shown readiness to grow into the future. Since 1990, with the exception of Juliane Hempel's Kontrapunkt and very few further exceptions, no 6 Metres have been built. The reasons may be that the building costs had become too expensive and/or that other classes have become more attractive, due to speed potential, lower annual costs, better transportability, etc.  
One must not forget that in the meantime multihulls have got the image of being the more exciting, innovative toys on the water, and have thereby acquired the image that was attributed to the Metre Class decades ago. Therefore, the general question is whether the Metre Class in general, and the 6 Metre Class in particular want to become a „museum-like historic class“ (and that applies, as Beat Furrer recently stated in his editorial in the ISMA Bulletin, meanwhile also to the Moderns), or to set vigorous steps into the future and create another, fourth generation, up-to-date design standard.

**Proposal**  
It is proposed to have a committee set up at the AGM in Flensburg which should be called the "6 Metre Innovation Committee" and should be awarded the task to develop a detailed proposal for a new 6 Metre design standard. The Committee should work on this no longer than one year and come up with a concrete application for an AGM decision at the following AGM in 2014.

**Reasoning**

1. Sailing in general is not a growing, but a stable or even decreasing sport, taken by the number of active sailors worldwide and in particular in Europe. Therefore, to keep a class alive and have enough active members of one particular class like the 6 Metre is a major goal. This class has to be attractive to persuade enough sailors to sail in this class and not in another, and to "gain market share" from other classes, if possible.

2. The 6 Metre Class presently is not in the position to attract many more sailors. It is the second issue of concern is the age-problem. If one cannot attract sailors in their younger years, it is a problem to attract them later. Further, the strongest sailors (physically, mentally) are typically found at a younger age, however with some experience. I would suspect that the average age in the 6 Metre Class, both for owners/drivers as also for crew is way above the average in the sailing sport. Therefore, the Class should actively seek to an attraction for younger sailors to join the Class. In this context, however, also the cost issue is relevant.

3. As stated above, the image of the classic 6 Metres is to be beautiful and to present masterpieces of great designers of the past. Further, it has the great feature of being of a construction class, allowing for so many optical and contractual details, that comparing boats on a race course provides in additional attraction compared to one-designs. The down-side of this is obviously the constant dispute on conformity with the rule, replicas etc.

4. The introduction of the Modern Class (after 1965) has shown that the co-existence of Classics and Moderns has created a positive "tension", allowing to compare two or even three generations of yacht-design to be

present on the same race course. Everybody loves the moment when during a race the Moderns on the first downwind course with their sprinklers set meet the Classics beating upwind with tight sails. There is no reason not to believe that a "threesome" would not increase this positive tension even more.

5. The 6 Metre Class has a unique chance to set a new standard in the monohull world. With multihulls having become so aggressive and dangerous, leading to damage costing millions, even scarifying lives and "killing" the image of the America's Cup, there may be a unique chance for re-orientation to, however interestingly designed, "Fourth generation Moderns".

This offers the opportunity to come back to what the 6 Metre Class in particular was in the 80ies: A sailing lab for developments leading to the improvement of the 12 Metres and thereby the America's Cup. If well organised, 6 Metres could take the lead in monohull development, leading to a five-crew medium size boat class, allowing to sail on open coastal waters, however far from the size and the cost of maxis and mega-yachts.

6. By introducing a new generation of 6 Metres, the value of the true "Classics" and of the "Classic Moderns" arguably will not decrease, a least not from the already low level these used boats have today, especially the Moderns. By contrary, the Moderns would be led into a "Modern Classic" status, declaring them to be landmarks in the 6 Metre Class history of the last 30/40 years and possibly thereby make them more attractive.

7. In my view, no class can survive over time if it does not offer any innovation and thereby attract designers, sailors, sail makers etc. to focus on it. With the average age of owners/sailors in our Class ever increasing, it is only a matter of time when those sailors promoting the Class today by their continuous participation in regattas, will stop sailing, I doubt that there will be enough successors to keep the number of boats in the races stable.

8. We all know that the Class at various points in history has gone through serious depression and almost collapsed. To avoid this, a timely effort to bring "a new spirit" into the Class seems to be the only defence against a slow death.

9. Finally, I see the opportunity to attract e. g. top-designers for an international design competition and to get boat builders/sail-makers to focus on a new 6 Metre design, allowing all of them to show their abilities to create something new and special.

#### Potential Future Design Criteria

The specifics to be worked out by the proposed Committee could deal with defining in more detail the following criteria:

- Monohull
- 5 people crew
- Classic main sail, jib, genova configuration, however allowing for gennakers and/or foil-type-sails
- Moveable keel
- Carbon mast and spars
- Mechanical, no electrical winches and other equipment (trying to keep the costs down)
- Gliding- or semi-gliding-ability
- Able to sail very high on the wind, thereby maintaining one of the typical Metre Class features.
- Glass fibre or aluminium for the hull, no carbon (cost argument)
- Attractive, future-orientated visual design
- Decision on construction class or one-design
- Possibly defining alternative course design compared to today's up and down courses.

#### Proposed procedure

The newly established Committee should:

- Discuss design fundamentals and criteria and propose a new 6 Metre Rule
- Find an appropriate name for it (e. g. 6 Metre Innovation or "Fourth Rule")
- Have the ACM consent to the proposal
- Organise an international design competition between five to eight top yacht-designers
- Evaluate the incoming contributions and come up with a proposal for adoption of the final Class Standard and the new Class Rules
- Find sponsors for building two or three initial boats to test them on the water
- Develop a "marketing strategy" to find more parties interested to build and own the new generation boats within today's 6 Metres community and outside.

Dear fellow class members, I propose that you take a serious look at this proposal which is not entirely new, but who's time, I suggest, has now come. It is very possible that I have overlooked a number of arguments and/or restrictions we would meet discussing this. Therefore, I am looking forward to discuss the topic at the ACM in Flensburg - even if controversial. The overall goal of this proposal is to keep our wonderful Class alive, develop it further and give it the attention in the sailing community and beyond which it deserves. If we can achieve this, we might also be able to solve some notorious budgeting problems by finding powerful sponsors.

I look forward to the debate.

Kind regards, and have a beautiful sailing summer,

Dr. Thomas Kuhmann, VP Southern Europe

# ISMA Board 2013-2014



The Committee © Gilles Favez

## The ISMA board 2013-2014

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sue 131004/Beat Furrer				

## Final Draft of Vintage Classics List

Dear All,

Together with Matt Cockburn, we have now produced what we believe to be the final draft of the Vintage Moderns list. In some cases we have necessarily cross-checked with owners and former owners and think we have located all boats, but will not be surprised if one or two others turn up. A good list to be going on with.

Will be pleased to receive any comments, corrections and additions.

Tim Street,

Chairman, ISMA Classics Committee.

E-mail: [timcstreet@yahoo.co.uk](mailto:timcstreet@yahoo.co.uk)

Tel: +44 (0)1548 857 612

COUNTRY	YACHT NO	YACHT NAME	YEAR BUILT	DESIGNER	BUILDER	OWNER	LOCATION OF BOAT
Germany	KA6 (ex US 95)	Toogoolowoo IV	1967	Olin Stephens	Bill Barnetts (AUS)	Torsen Dornberger	Berlin
France	FRA 69 (ex G20)	Astree II (ex Michel IV)	1969	Will Lehmann	Will Lehmann	Bruno Clary	Noirmoutier
Finland	FIN55 (ex KA 7)	Toogoolowoo V	1970	Olin Stephens	Bill Barnetts (AUS)	Henrik Andersin	Helsinki
Germany	NED 20 (ex G 47)	Goodwood (ex Ayesha II; Kobold XVIII)	1971	Oskar Weber	Willi Lehmann	Marc Heijke	Kiel
Austria	AUT 48	Boree V (ex Antares, Bolle V)	1971	S & S	Hans Wirtz	Gunter Misel	Bodensee ?
Germany	GER 86 (ex K 80)	Gosling (ex Farina)	1971	Olin Stephens	McGruers	Martin Wilhelm	Bodman, Bodensee
Germany	GER	Courage V	1972	Oskar Weber	Biatell	Hank Thayer	Newport Harbour
USA	USA 126 (ex KA 8)	Pacemaker	1972	Olin Stephens	Bill Barnetts (AUS)	Adam Henley	Puget Sound
Germany	G 49	Courage III	1972	Oskar Weber	Biatel (Austria)	Dietrich Gruenau	Bodensee
USA	USA 100	St Francis V	1973	Gary Mull	Lester Stone	Hank Thayer	Newport Harbour
Switzerland	SUI 60 (ex KA 9; DEN 60)	La Difference (ex Artemis, Prince Alfred, Dania)	1975	Elvestrom & Kjaerulf	Bill Barnetts (AUS)	Thedy Schmid	Romanshorn
Switzerland	SUI 71 (ex US 101)	Winchala (exLocura; Poisson Soluble)	1975	Gary Mull	Puget Sound Boatworks	Jacques Beck	Carouge, Switz
Sweden	SWE 75	May Be X	1975	Peter Norlin	Swedyacht AB		
Sweden	SWE 76	Suncraft	1975	Tord Sunden	Sarins, Oja		
UK	GBR 82 (ex US 111)	Razzle-Dazzle	1975	Doug Peterson	Carl Elchemlaub	Andrew Thomas	Fowey
UK	GBR 103 (US 106, SWE 89)	St Francis VI (ex Sexapil)	1975	Gary Mull	Bill Lee Yachts	Don Wood	Lymington
Sweden	SWE 81	Suncraft II	1976	Tord Sunden	Bath & Sunden		
Sweden	SWE 83	Fastasch	1976	Tore Holm	Balsta		
Sweden	SWE 84	Freganila	1976	Tore Holm	Stockhom		
USA	USA 107	Frenzy	1977	Britton Chance Jr.	Alexander Roberts	Rodger Phillips	Seattle
Italy	ITA 70	Valentina II	1977	Gary Mull	Cesere Sangamini	Luigi Pavese	Lake Como
France	SUI 59 (ex G 20)	Ondee (ex Michel III; Gitana)	1977	Gary Mull	Biatel, Austria	Olivier Tempia-Caliera	Lac Lemna
France	AUS 17 (ex FRA 118 Manuae)	May Be XI	1977	Peter Norlin	Arne Jonsson	Scott Ilyrie	Sydney, Australia
Switzerland	SUI 91	Irene I	1977/2013	Pelle Petterssen	Bjorn Abrahamsen	Guy Minder	Geneva
Sweden	SWE 90		1977	Tore Holm	Bjorn Abrahamsen		
France	FRA 106 (ex US 115)	Warhorse	1978	Brian Wertheimer	Cadranel	Jean-Pierre Gourio	Rennes
USA	USA 109	Discovery	1978	Doug Peterson	New Orleans Marine	Hank Thayer	Newport Hbr
France	FRA 121 (ex USA 110)	Ah Si Si	1978	Doug Peterson	New Orleans Marine	Erik Wirta	France
Sweden	SWE 95	Halv Tolv	1978	Gary Mull	Stenungsgrund	Sten Lindgren	Markobben Island, Sandhamn
USA	USA 108	St Francis VII	1978	Gary Mull	Bill Lee Yachts		Vancouver
USA	USA 112	Ranger	1978	Gary Mull	Eric Goetz	Dana Olsen	Port Townsend, Seattle
France	FRA 94, (ex S 94)	Etoile du Midi (ex Silvret, Silv'ry Moon)	1978	Peter Norlin	Spillersboda	Michel Deiseme	St.Tropez
Switzerland	SUI 73 (ex G 73)	Moby Dick	1978	Peter Norlin	Arne Jonsson	Ralph Muntener	Salmsach
USA	USA 119 (ex I 71)	Sockeye (ex Nuvolari)	1978	Peter Norlin	Arne Jonsson	Andy Parker	Puget Sound
Denmark	SWE 96	May Be XII	1978	Peter Norlin			Denmark
Great Britain	GBR 97 (ex USA 114)	Scallywag, (ex Perspicacious)	1978	Gary Mull	Carl Elchemlaub	M. Clough/C. Wilox	Plymouth

## Questionnaire

Dear National Association Presidents,  
dear 6 Metre sailors,

at the AGM in Flensburg, on August 6th, 2013 it was agreed by majority vote that for solving the issue of developing an appropriate communication strategy for the Class and looking for a possible new form of news distribution - after years of the very successful Bulletin issued by Beat Furrer - a new Committee should start working on that topic and first seek to gather as much information as possible on the topic from the members.

Therefore, a group of people, including Thilo Durach, Walter Kuhlmann (both of Germany), myself (as VP Southern Europe) and Robert Smith from the UK have volunteered to serve as the core Committee on the communication issue, to be followed by more representatives from other regions shortly.

Also, during the AGM it became apparent that communication in general should follow strategy, meaning that only if we have defined what the Class wants to be and wants to achieve, communication can help to serve those goals.

Therefore, it was decided that an initial questionnaire goes out to all of you to find out what your understanding of the vision of the Class, its goals, its needs and your personal priorities are. Once this is known, we can then start to develop an appropriate communication strategy.

This includes another question on the AGM-agenda, the topic of a Fourth Rule Innovation formula to encourage new builds in the future.

May we express our sincere wishes that as many Class members as possible answer the questionnaire to help us to understand what you all think.

We would be very grateful, if we could have your replies before the end of this year, 10th of January 2014 latest, so that we can start working on analyzing the incoming comments and to then develop our next steps.

Thanking you in advance,  
with best wishes,

Thilo Durach

Walter Kuhlmann

Robert Smith

Thomas Kuhlmann

Please find the link to the questionnaire on line in [www.6metre.ch](http://www.6metre.ch)

The direct link is:

<http://www.surveymonkey.com/s/6mJlClassCommunicationStrategySurvey>



## **From the treasurer**

### **Change of Treasurer**

This is the last Note from the Treasurer that I will write. As you will see from the minutes of the Annual General Meeting held at Flensburg, Matt Brooks was voted to succeed me as Treasurer. I will continue to act as Treasurer until the end of this year and prepare the final accounts for 2013, and Matt will take over at the start of next year. I will continue to act as Secretary to the Technical Committee.

During the changeover period you can contact either of us. My e-mail address is [tim@timrussell.freemove.co.uk](mailto:tim@timrussell.freemove.co.uk) and Matt's address is [rewmb@aol.com](mailto:rewmb@aol.com).

### **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 Euro.
- 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 Euro.

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.

At the time of writing this note, it is not yet certain what ISMA's banking arrangements will be when Matt Brooks takes over as Treasurer. We will try to arrange matters so that the bank accounts do not change. But before they make payment, Fleet Treasurers are asked to contact the Treasurer to confirm the 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. It is important that ISMA has a mailing address for each member, to make sure that they receive their personal copy of the Bulletin.

### **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 Euro 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 2013**

I have prepared the accounts for this year up to 7 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 1.18. The changing exchange rate continues to make accounting rather interesting, and I have tried to separate and identify the effects of exchange rate fluctuations. You will see that we have made a small gain (negative loss) on currency exchange and bank transfers. This is not the treasurer being very clever, but simply a reflection of the way that currency exchange rates have moved during the year.



You will notice that there is very little difference between the situation now and the prediction for the year end. I do not expect any further receipts, and there will only a small amount to pay in bank charges.

It is normal that our income improves in the year of a World Championships, when we sell more sail labels. It is good to see that we have also improved the numbers of both full and associate members this year, though it would be nice to see more. Although our income has not quite covered our costs this year, we have enough in reserve for the Association to cover all its expenses. This includes the cost of the ISMA Journal and website, as follows:

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

The cost of the photographer Gilles Favez for five days in Flensburg (CHF 5,000) was paid by the sponsors.

The accounts are shown here:

INTERNATIONAL SIX METRE ASSOCIATION

**Financial statement at 7 October 2013**  
With a forecast for 31 Dec 2013  
All figures in Euro (€) except where stated otherwise  
Sterling account converted at: £1 = € 1.18

2012		7 Oct 2013	31 Dec 2013
	<u>Income</u>		
8'450.00	ISMA Fees (Note 1)	9'620.00	9'620.00
160.00	ISMA Fees - late payment for previous year	80.00	80.00
3'400.00	Sail Labels (Note 2)	8'000.00	8'000.00
<u>12'010.00</u>	Total income for the year	17'700.00	17'700.00
	<u>Expenditure</u>		
268.63	ISAF Subscription 2012 (£218.40)	257.71	257.71
20'672.68	ISMA News and website	20'109.28	20'109.28
14.72	Losses on currency exchange and bank transfers	-71.16	-71.16
154.52	Bank charges	146.00	168.00
<u>21'110.55</u>	Total expenditure year to date	20'441.83	20'463.63
-9'100.55	Surplus of income over expenditure	-2'741.83	-2'719.63
40'900.47	Balance brought forward from previous year	31'811.42	
11.50	Exchange rate correction from last year end	-95.21	
<u>40'911.97</u>	Corrected balance brought forward	31'716.21	31'716.21
31'811.42	Balance at bank	28'974.37	28'952.37
29'469.19	Euro account balance	21'897.63	
2'342.23	Sterling account balance	£5'997.24	7'076.74
<u>31'811.42</u>		28'974.37	
	<u>Note 1</u>		
103	Full	115	
7	Associate	14	
	<u>Note 2</u>		
34	Sail labels sold	80	

## ISMA Subscriptions paid 2013

Denmark	3	Sweden	5
Finland	30	Switzerland	20
France	7	North America	24
Germany	11		
Great Britain	15	Total	115

© Gilles Favez

## Classic Report for AGM

We must begin this report by first of all thanking Oliver Berking on everyone's behalf for all he has done for both Classics in general with his Robbe & Berking Classic Regattas and for Classic Sixes in particular. Earlier this year he retired as Chairman of the Classics Committee due to work overload and his input to all Classic Metre boats has been tremendous: he is of course currently organising this World Championships.

The second tribute must go to Thilo Durach who, as the new Editor of the Classic Magazine produced such an interesting Newsletter No. 15 and also for his lovingly restored Carmela which I hope will be at Flensburg.

Sadly been much less classic activity than usual during the past year, presumably mainly due to the general downturn in the World's financial situation. Of course, many boats have already been discovered and restored so obviously there are fewer to be found. It would also seem that due to the escalating cost of restorations, younger enthusiasts no longer have the financial resources to find and rescue old boats, more especially since the better ones have already been completed.

Meanwhile owners, having spent so much on their restorations, are disinclined or indeed unable to accept the much lower prices which are all new owners are prepared or indeed able to pay. This is a very worrying trend as there are many beautiful classic boats now laid up, so it is hoped that the institution of the Vintage Moderns Division, for boats built between 1966 and 1978 inclusive, with a trophy presented by Don Wood, might encourage new and younger owners to search for bargains.

Together with the other members of the Classics Committee, we have been approaching contacts in other countries and members and individual owners of classics, to encourage them to concentrate on getting all Sixes out racing this summer. In Sweden it was hoped



that that they would have their small but best fleet of classics out for some years, racing in Stockholm. In Britain it has been very disappointing as although there have been five good classics available on the Solent with another two racing in Scotland, turn out on the Solent has been low.

However the very good news is that Jerome Nutte who is based on the Cannes Yacht Club, has agreed to become the focus for Six-Metre racing on the Mediterranean and has made contact with all the owners of those boats which are known to be there. He is planning to organise the formation of a Mediterranean Classic Fleet, to co-ordinate and encourage all those Sixes on the Mediterranean littoral and to get them out racing, at least in the existing regattas at Monaco, Cannes and St. Tropez, possibly initially with a CIM rating. Known boats which could be available are Saskia of Rhu (laid up and for sale), Alexandra, Duet, Bihannic, Solitar Nosc, Artemis, Valentina and perhaps even the 1937 S&S Fun, now in St. Felice, Circeo in Italy. As Nada is still in the area, she is also expected to join in.

One matter which will come up elsewhere in the AGM is the up-dating of the 2000 Rules for Replicas; so far they would seem to have stood the test of time despite

doubts cast on them. Up to now, five Replicas have been built, four of them under very careful supervision by both the Classics and Technical Committees. Also, the Classic Rules themselves, although only finalised for the 2007 Worlds, need to be reviewed in light of modern progress and, once this AGM has decided what is needed to be done, it is planned to reconvene the ISMA Rules Sub-Committee including representatives of the Technical Committee, to reconsider them and make recommendations.

As you should all know, Thilo Durach, the new Editor of the Classics Newsletter, has completed and circulated No. 15 which has been well received. Meanwhile here are a few additional notes on some of the interesting finds this winter.

### **Austria**

Austria has not loomed very large in classic sailing news up until now, but we have recently had the exciting news that there are four First Rule Sixes and two others on the Woerther See in Carinthia, Austria.

Perhaps the most famous Six-Metre on the Woerthersee is K 37 Gefion III, designed and built by Johan Anker in 1911 for Dr. Ernst Schreiber, who racing at Keiler Woche in 1912, was invited by Kaiser Wilhelm II to dine on his yacht. She is now sailed by one of his heirs, Professor Burzl Schmidt.

The second boat is also an Anker & Jensen boat Theresa II, built in 1910 and now owned by Peter Steiner, which originally sailed on the Traunsee.

Thirdly there is Rarahu, designed and built by Morgan Giles & May Ltd at Hythe near Southampton, England in 1914, for a Herr Otto Wirth of Vienna. Now owned by Count Kari Khevenhuller and Dr. Georg Kohlfurstand she is based at Schmockwitz. The Frank Morgan Giles documents are held in the Teignmouth Museum at Teignmouth in Devon, but unfortunately they don't have the previous Morgan Giles & May papers. Rarahu never raced in England but she had several sisters also built in 1914 in England: Gonda, Kenavo, Martha and Stella, which have the same Marconi (Bermudan) rig which is a very large main with a small jib. Rarahu is in very good condition but has recently been sent over to England for some restoration work.

The final First Rule boat known is Margeaux, previously owned by Joel Perodo in France but now owned by Ingo Hopfgartner. Some years ago Joel Perodo had bought her from Sweden, where she was laid out as a cruiser. She was then named Puntan and in 1975 was

described as of unknown origin; recently rebuilt by her then owner Bertil Lagerqvist of Stockholm. Joel restored her beautifully with a gaff-cutter rig before selling her recently to the Woerthersee. She has now been identified from her measurements as Else, designed by Lieutenant L. W. Ussing and built by Jacob Hansen at Kastrup in 1911 and is kept in lovely condition.

The two other boats are Marianne IV built in Norway in 1932/34 which raced in the 1936 Olympics at Kiel. Her present owner is Mrs. Mag. Birgit Kristan, who together with her father Werner and Herbert Kollmann, sails her almost every day. Finally there is the very pretty Star IV, a 1921 Johan Anker design built by Abeking and Rasmussen and sister to Guldfluen which is now perhaps going to Poland for restoration. She has long been under restoration by Christoph Goritschnigg who bought her from Denmark some years ago.

The exciting thing is that next year they are planning to have a Regatta on the Woerthersee in honour of Rarahu's 100th birthday and all First Rule boats are to be invited. It would be most helpful if the owners of Mosquito, Cairin, Audifax, Ayesha I and Rita could get in touch with them (or me). Please could anyone who knows their contacts get in touch with me.

### **Brazil**

As some will know there is a very small fleet of Sixes in Brazil (well two boats) owned and raced by Lars Grael and his brother Torben Smith Grael. Recently Ian Howlett was contacted by a Colin J. Reed who reported finding a boat believed to be a Six on the university campus at Rio de Janeiro. It is felt that she is almost certainly a Six and it is most likely that she is FIN 46 Susanna (ex Hei-Hei), designed by a Harry Wahl and built in 1939 by the Wiborg/Blekholtens Varv in Finland, which was exported to Brazil in around 1950. Certainly she looks like a Third Rule boat. Unfortunately there is no known photograph of her, but her transom is unusual and the other boats believed to be in Brazil do not have such a stern. The other two Sixes known to be in Rio de Janeiro are BL 1 Aileen owned by Torben Schmidt Grael and L 33 Marga, owned by his brother Lars Grael. Lars is currently exploring her recovery and restoration.

### **Finland**

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

### **Norway**

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

The second boat is NOR 78 Hordung, designed by Thomas Berg and built by Borge Bringsvaerd, which is fitted with a cabin, now owned by Chris Ennals' grandson Honovi Midtskog together with Henrik Brun. She has just been relaunched in beautiful condition after restoration.

### **Denmark and Poland**

In Denmark, Jorgen Jensen, the builder of the first replica Sunray, has located a boat D4 Guldfluen one of the series of seven Sixes built for Denmark by Abeking and Rasmussen in 1921. Another sister is the beautifully restored DEN 3 Ran VIII at Lucerne which has taken part in the 2003 Worlds at St. Tropez and the 2010 Europeans at Brunnen. She requires a full restoration and it is believed that she may be going to Poland, to Darek Dziwara to join his previous restoration POL 4 Dana.

Tim Street.

Acting Chairman, ISMA Classics Committee.

18th July 2013.



Berking Classics 2013 6 mR ©Ulf Sommerwerck

## Modern News

This is the second informal newsletter regarding progress with the Modern Fleet. The Modern Six Metre really emerged from 1979 onward, and in all we know of around 120 of these boats were built, largely in the America's Cup years of 79 through to 87, although a few were built in the 1990s.

Since then I am only aware of 2 new boats built to the rule, neither of which is currently seen on the racing circuit. The class has reached something of an existential dilemma, with the question being asked, is there something wrong with the Rule that means new boats are not being commissioned. Other articles in this magazine will address this question.

In the meantime I am pleased to report that the death of the Modern Six Metre Class is, it would appear, exaggerated. Although the Worlds held in Flensburg this year only saw 12 boats entered, as against a long term average of around 15 to 20 I am pleased and delighted to report that although the entry was not huge the standard of the racing was both high and very close. Typically at the windward mark 5 seconds was separating the leading boats and it was very unusual for a race winner to have a lead of more than 30 seconds. So the boats still provide some of the most closely matched keel boat racing available.

The real encouragement comes from the fact that several of the boats have now been upgraded, new masts have been installed, systems re-rigged and the average age of the competitors, particularly the owners, have fallen very significantly from the last 2 championships.

A willingness on the part of some owners to look at the way the boats operate has meant significant new solutions being adopted, with 21st century technology being applied to problems that historically had been addressed with 1980s solutions. For example some boats have abandoned the uber-powerful but heavy hydraulic systems used to move the mast fore and aft and replaced them with the latest free flowing cascading pulley systems. Not only is the weight saving significant but it also considerably safer, quicker and easier to use than the hydraulic systems. It also avoids the rather alarming noise of masts being pumped noisily forward on the rounding of the windward mark.

Similarly the latest winches from Harken to name but one, are not only lighter but significantly more powerful than their similar sized predecessors, making the whole boat more manageable and pleasurable to sail.

We have found on my boat Valhalla that by questioning the role of all manner of historic systems we have managed to lose, we would estimate, around 150 kilos in weight, (equivalent after all to a particularly well

fed human) which has not only brought the boat back to her original floatation lines, but might even allow the introduction of a little extra lead low down, either in the hull or on the keel. And perhaps most significantly the adoption of technology such as roller furling has meant the whole boat is much easier and more pleasurable to sail.

More generally in terms of ownership boats are now beginning to sell again and find new owners, and of a type and kind who promise to bring great enthusiasm and commitment to the class. For example I understand Rainer Muller in Canada has now bought 2 Moderns to add to his fleet of classics and this bodes well for the future of the Canadian Modern Fleet. In all Falmouth, the venue for the Europeans it is confidently anticipated there will be rather more than 15 Moderns on the start line, several of which will have been extensively refurbished. It promises to be the most competitive fleet since Cowes in 2007.

Speaking from my own experience these boats, given their size and sheer beauty still represent really good value for money, and whilst moving them is not cheap, with the right carrier, equally it seems to work quite smoothly. Overall it should be possible to acquire a race winning modern, complete with good quality sails and modern systems for around 40k all in. This compares with, for example a new Dragon (competitive life expectancy around 5 years) or a J 109 with a price tag well north of 100k. Encouragingly in the Moderns some of the oldest boats, dating back to 1980 are as competitive as later iterations, meaning choice of boat is usually far less important than the thought that goes into upgrading the systems, and that hardy old perennial, the quality of the team work!

So I think there is real reason to be optimistic about the Modern fleet and as always, if anyone wishes to seek advice from my experience of upgrading Valhalla over the last few years I am more than happy to share some hard earned lessons. And of course the beauty of these boats is there is no monopoly on wisdom, whatever works within the rules is wholly legitimate and this gives considerable choice.

Paul Smith

October 2013

## ISMA Technical Committee Report

The 2013 World Cup drew a fleet of 11 Moderns and 23 Classics to Flensburg, Germany in early August. In the course of the Control Measurement process by Class Measurer Guy-Roland Perrin, assisted by the undersigned, the rating condition of most yachts was validated reasonably smoothly. However, some compliance difficulties were encountered that warrant improvement in several technical and procedural areas. The following topics suggest areas in which proposals by the Technical Committee can be considered during the current year. For the most part, these are house-keeping matters toward facilitating equitable participation in Class regattas.

**Measurement Flotation:** Because Moderns and Replica Classics are not granted any tolerance for floating deep of their measured freeboards, several yachts arrived at the World Cup regatta heavy of their marks and therefore out of Class. Even after making some allowances for not being completely dry or not having removed all items not required for measurement (at roughly 8 kg/mm of immersion), a few yachts needed to make adjustments to their internal weight to meet their certificate freeboards. It would be helpful if yachts that are not entitled to the Classic Immersion allowance carry perhaps 20-40 kgs of internal ballast in the event of needing to correct their immersion and/or trim at a controlled regatta. Moderns, in particular, tend to become stern-heavy over time. Without some easily removable ballast, failure to float to the freeboards stated on a yacht's Certificate can present a complicated situation about that yacht's eligibility to race.

**Measurement Marks:** It is not uncommon for measurement marks to be lost due to hull fairing and painting. All marks are required to be maintained between certificate revalidations. Without them, the hull might need to be leveled and re-measured to restore missing marks. Metal screws with raised heads at the measurement points are recommended, in conjunction with the prescribed measurement marks. During simple regatta checks, the marks at the top of the hull for freeboards are especially useful.

At the forward L1 station, the flotation reference mark per the Rule is an 'O' mark, located 390 mm above the measurement WL. Rating Rule 7 and Measurement Instruction 23 call for taking the freeboard at the forward L1 station. However, there is ambiguity in Measurement Instruction 13 regarding placement of any forward freeboard marks. The text does not call for such a mark, although it is indicated in the accompanying diagram. Its absence on the hull presents difficulty in making an accurate check of the forward freeboard. It is recommended that MI 23 be amended to require

placing forward freeboard marks (port and starboard).

**Classic Yacht Flotation:** It seems that Appendix A's 50 mm immersion allowance for bona fide Classic Sixes dating from 2007 continues to raise questions. As Tim Russell reported in ISMA News 2/2012, p. 22, an introduction has been added to Appendix A [as of the 2012 version of the Class Rule] to make it clear that the deep flotation allowance is provided as a concession that only applies to old boats that [substantially] retain their original structure, and does not apply to replicas or rebuilds.

In fact, only a minor fraction of the 50 mm allowance was used by the more competitive yachts in the 2013 World Cup Classic fleet. Of the 23 participating yachts, there were 3 replicas that were not eligible for any immersion allowance. The average immersion of the other 20 original Classics at this World Cup regatta was 10 mm. Nearly half (9 yachts) were within 0-7 mm of their certificates' midships freeboard. 8 were within 10-16 mm. The remaining 3 were from 23-27 mm. The more competitive yachts were generally closer to zero immersion, although some were in the 12-14 mm range. It appears that a reduction in the maximum permitted immersion allowance to perhaps 25 mm might be worth considering. Note that 25 mm corresponds to roughly 400 kgs of displacement, or about 10% of a typical Six's displacement. This would seem more than enough to address soakage and other 'old boat' weight growth.

The 2012 introduction to Appendix A and original implementation of the Classic Immersion allowance in 2007 raise a question of how to treat restored yachts, especially those that were restored before 2007 to original scantlings but which have used epoxy in their hull planking. The 2007 version of Appendix A states, 'It is very strongly recommended that, in future restorations, replacement planking shall maintain the spirit of the original construction method and scantlings in all respects. It seems that room remains for lively debate about how to apply the Classic Immersion allowance to faithfully restored yachts that have used epoxy in their hull planking. This might include consideration of grandfathering yachts whose restoration predates the creation of the revised Rule. Owners, the Classics Committee and Technical Committee are all stakeholders in the continuing debate of how to mitigate performance disparities between older, newer and re-fitted or restored manifestations of original, Classic Sixes. The objective would be to inhibit exploitation of the allowance.

**Certificate Renewal:** Now that a 4-year maximum term for certificate renewal has been adopted (see Rating Rule 29), note that revalidation requires a successful weight and float test, as well as a declaration from the owner that no changes have been made that would invalidate the measurement certificate. Given the practical difficulties in maintaining the placement of marks over time, however, due consideration might be given to requiring a measurement validation check of the hull as marked, and rig as fitted, at least once every four years.

These topics all concern the goal of improved quality control in the maintenance of valid Six Metre Class Certificates. Many Owners are quite conscientious about this, but there are others whose yachts are less well prepared. Consistency in the accuracy of certificates and in complying with rated freeboards and sail measurements is fundamental to fair racing. The Technical Committee can work with the Owners in propos-

ing practices that will help assure equitable Rule compliance among all Sixes on the starting line.

Respectfully submitted,

David Pedrick

Chairman, Six Metre Class Technical Committee

14 October 2013



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## Thoughts on the Future Of the Class

Whilst it is sensible to consider how the Six Metres can be made to flourish in the years to come, airing ideas on a fundamental change to the boats could be most destructive.

There are various aspects that might be borne in mind:-

1. The Six is one of a nested set of Classes .. the 2.4m, 6m, 8m and 12m. Until 1955 the Six Metre Rule had never been drafted in its own right .
2. The authority for the Rules for all the above is ISAF.
3. Is it the business of ISMA to be concerned with the drafting of a New Rule and the formation of a new Class?
4. Drafting a Rule that is watertight with no loopholes and which will stand the test of time is a very time consuming and expensive operation as the ACC Rule testifies.
5. Potential owners seeing flux in a Class will shy away from such .
6. Merely serious discussion of the possibility of such is likely to undermine the value of the current fleet of Modern Sixes.
7. An attempt to instigate major change could lead to National fleets going their own way leading to the dissolution of ISMA.

So just what is and can be the appeal of the Six ie what are its strengths and potential?

- A. Good close racing.
- B. Good company and old friends.
- C. Racing in nice locations .. for families etc
- D. The crisp feel of a well set up Modern is very special . quite unlike a Classic .
- E. The stability of a tried and tested Rule. Expensive boats need to have long term value.
- F. There is a pool of Modern boats that can be upgraded for increased performance.
- G. The structure of these GRP boats is inert and readily modified.

Top level young sailors (generally working in the marine industry) with whom I have had contact over the years invariably think that the Six is special and are most impressed by its characteristics. However, to earn their livings from sailing they have to be involved with other more commercial classes

For an example of how a long lived Class can be made to prosper one needs to look at the International Dragon It may be also that Dragon sailors in search of new challenges might migrate to the Sixes so perhaps they might be encouraged to do so?

Ian H Oxford October 2013



## David Chivers note to the Technical Committee

Just a note to say that I think this is a very bad proposal and I believe shows no understanding of the basic principles of the metre boat classes. Development is fine but all the developments since the beginning of the rule have maintained the basic principles of the boat type.

This proposal has nothing to do with metre boats. It is a totally new box rule class with no metre boat in it. One could be suspicious and say that it is an attempt to get International status for a new design without having to fulfil any of the ISAF requirements!

The concept is divisive and can only lead to fleets going their own way and the potential break-up of the class. At present Modern and Classic can mix happily

on the same race course. An Asymmetric planning boat cannot and never will be able to mix in with the other boats.

One also must remember that the Metre Rule applies to 8 s and 12 s and I would think it unlikely that ISAF would be prepared to see the fragmentation of their rule.

If these people wish to start a new class then I wish them well but they must not be allowed to fragment and destroy and successful one.

Best wishes

David Chivers, October 2013

## Thoughts on the future of the International Six-Metre Class

An Appreciation of the Situation (A Fourth Rule, or not?) Tim Street, Past-President ISMA

### Introduction

1. It has become clear over the past few years that after 100 years of existence, the Six- Metre Class has once again come to a halt as far as progress in performance is concerned; it might though be recalled that just the same was said of the Twelves in 1964. Since 1990 only two new Modern designs have been built, W. Jensen's Junie, designed by Jan Kjaerulf in 1992 and Juliane Hempel's Kontrapunkt V in 2000. However, it should be understood that nowadays progress is becoming more difficult, which of course is the hallmark of a successful and well developed Rule.

2. The main problem is that up until now, to be competitive in the World Championships, all that has really been necessary is to take one of the top class post-1979 boats designed by Pelle Pettersen or Peter Norlin and fit the latest new winged keel by Ian Howlett. Alternately one could build one of the 1980s Howlett designs. Perfect examples of this are S 97 Irene II (now Cream) of 1979, FRA 177 Junior (formerly Fleau) 1981 and Notorius 1987, which between them have won the Worlds five times and the Europeans six times, Junior and Cream still demonstrating their speed at La Trinite in June this year.

3. Recently, some efforts have been made to try to move forward, more especially with an interesting, forward looking design by Juliane Hemple (see ISMA Bulletin 1/2004) and by Beat Furrer in his commissioning of an advanced design by Juan Kouyoumdjian in 2006 (see ISMA News Bulletin 1/2006). Sadly, no potential owner has taken up the challenge, so no progress was made over either of these unusual ideas and the initiatives came to nothing.

4. This year however, Thomas Kuhmann has made an exciting and far sighted proposal for introducing a Fourth Rule, to update Sixes into modern thinking and thereby rejuvenate the Class.

### The Objective

5. The objective of this paper is to consider Dr. Kuhmann's Fourth Rule proposal and attempt to evaluate it as against the possibility of making a concerted move forward with the Third Rule.

### Discussion

6. We would seem to have two possible choices for promoting a way ahead for the class, more especially since the introduction of Vintage Moderns may hopefully provide satisfactory competition for pre-1979 boats. It must be accepted however that it will undoubtedly take a little time before this results in more of the older boats taking part in a World or European Championships with something to compete for.

7. It would seem therefore that the only serious choices confronting us are to either continue with the present Third Rule, which has by no means come to its end. Or proceed to the proposed Fourth Rule, which is aimed at encouraging new and perhaps younger owners, in the hope that these same people will take up the challenge and build.

8. However, from the start it should be noted that with the two previous Rules, the Second and Third, special provision was made in the rules to enable existing boats to continue racing in the class with great long term effect as we all know.

### **Third Rule**

**9.** The Third Rule has now been in operation since 1933 and has produced a great number of Sixes which currently provide quite remarkable, highly competitive racing. However, as noted above, there appears to have been little progress in performance since 1990, although new keels, more especially Ian Howlett's series of winged keels, have made great differences to even quite early boats.

**10.** Thus it must be said that unless and until someone is brave enough to build to any new designs, we do not really know where the Third Rule could go as at present it does not appear to have been played out.

To quantify the progress made over some sixty years, the results from Flensburg suggest that the best Moderns seem to be some 4.5% faster than the best Classics around a course.

### **The Proposed Fourth Rule**

**11.** As the Classic owner Dr. Thomas Kuhmann says in his excellent and wide thinking paper, by introducing a new Fourth Rule, the Class would have a unique chance to set a new standard in the mono-hull world. More especially as the latest big multi-hulls have become so big, fast and dangerous, as was seen in the recent America's Cup challenge. He also suggests that it would provide the opportunity for a sailing lab for developments to 12 Metres and other classes, as the Six-Metres have done in the past. Sadly a long standing member of the ITMA Committee has confirmed that no one is known to have any interest in the development of 12 Metres. Looking ahead therefore, Dr. Kuhmann proposes to retain the present rig but permit gennakers and foil type sails, together with carbon masts and spars and moveable keels, but retaining the current types of winches while hopefully giving an ability to plane.

However it is doubtful whether the existing rigs could in fact support gennakers and/or foil type sails, while permitting carbon spars would imply a rig change. He also suggests permitting aluminium hulls, but no carbon.

**12.** There is no doubt at all that his proposed parameters would provide most exciting new developments, but would these boats really be Six-Metres? Six-Metres have retained their long term appeal by keeping to the original intentions of the first International Rating Rule, as the result of which virtually all post 1926 boats are able to race together, whether as one fleet in light weather, when even the older boats may sometimes

have the chance of beating the newest winged-keel boats; or in separate divisions Classic and Modern, where quite large numbers of fairly similar boats may compete directly. Previous changes to the Rule were carried out only to fix perceived problems and thus produce healthier boats with decent longevity.

**13.** However one looks at the proposed new Fourth Rule, it would in one fell swoop render all existing boats obsolete, although it is doubted that this was the intention of this proposal. It is quite clear that there is no way that existing boats could be re-rated under the proposed Fourth Rule which would introduce a huge change and a very different kind of boat which could not race on any terms with the existing boats.

**14.** The paper also states that by introducing a new generation of Six-Metres, the value of the true Classics and of the newly introduced Vintage Moderns will arguably not decrease, at least from the already low level of today. However, it is not considered that this is a correct view. What it is much more likely is that when owners of the Third Rule boats would wish to move forward and replace their current boats, there would be an immediate drop in values of earlier Third Rule boats which would not suit anyone and is not at all what is intended. Alternatively, it is considered that the majority of owners would simply stay with the Third Rule, leaving the Fourth Rule to an entirely new group of owners who would have their own race as a separate division, unrelated to the existing Third Rule boats. Something very similar has indeed happened with the Swans, where in their recent European Championships the Swan 60s and Swan 45s raced their championships as two separate classes, on level terms but on different courses. Not at all what it is believed is intended. Indeed it is quite possible that even discussion could stop owners refining their present boats.

**15.** One further point, which was made some years ago, is that with the introduction of carbon masts and spars, all competitive owners would at once need to buy new masts and spars, with the inevitable result of increasing the price of racing at the front of the fleet, without any practical gain. But if carbon masts and spars are a Fourth Rule introduction, and if Fourth Rule boats are so different as to constitute a separate division, why not keep the existing Third Rule boats but go for enhanced rigs and sails.

### Keels

16. It is perhaps not widely appreciated the significant improvements in speed and pointing which can be made by fitting new winged keels to the post-1978 Moderns, and by fitting new keels to some Second Rule boats. Winged keels were first introduced in the British Championships in 1987, with Scoundrel going on to win the World Cup at Seawanhaka later in that year.

### Deductions

17. All the above leads to the following deductions:

- a) As far as the Third International Rating Rule is concerned, the Six-Metre Class has once again reached a point where innovations have ceased, primarily because people no longer want to spend the sort of money required to build new boats.
- b) Something must be done.
- c) If at present people are not prepared to build to the Third Rule, are they really any more likely to build to an unknown Fourth Rule?
- d) Full and careful consideration of the proposed Rule suggests that it would result in a somewhat faster boat that is much more in the modern idiom, very probably needing better and more professional and highly skilled crew. Is this really our best way forward? It also does seem likely that it would be more expensive than our present glass-fibre moderns, which again is not what is needed at this time.
- e) A Fourth Rule would at one stroke render every previous Six-Metre outdated so that the new boats would have no fleet in which to race with other than themselves.
- f) There are already a number of sports boat classes which provide the type of boats and sailing which the proposed Fourth Rule would seem to foreshadow.
- g) No successful new design to the Third Rule has yet

been produced since 1990, despite certain international Metre boat designers having very modern new concepts in mind or even ready on their drawing-boards and awaiting an order. Thus before leaping into the unknown, should the class not investigate and consider the viability of building new boats to new designs?

### Conclusion

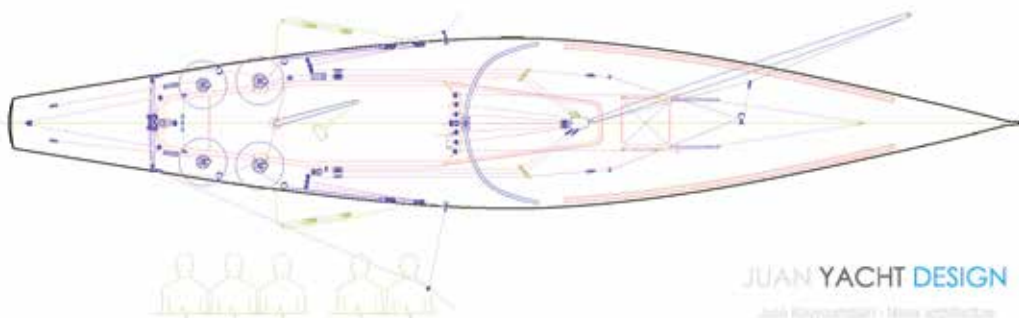
18. Before any further steps are taken towards shelving our Third Rule, which it should be made clear is not the function or responsibility of ISMA but ISAF, and going forward into the unknown, it would seem that we need proper evidence that enough potential new owners would be prepared to build to the proposed new Rule. At present, in view of the past twenty years, there would seem to be little likelihood of such occurring.

### Recommendation

19. It is therefore recommended that before we agree even to consider a Fourth Rule, a survey should be held of leading members of the class, to see who would be prepared commission a new design, or build to the proposed new Fourth Rule and who would be prepared to follow our President's lead in having a new boat designed to the present Third Rule.

It may be noted that an existing owner would of course be able to reduce costs of a new hull by incorporating all the equipment and rig from his current Six into a new hull/keel.

Tim Street / 131008



## Questions for a Fourth Rule

Tim Russel, Hon. Treasurer of ISMA

What follows is a personal opinion. But in my capacity as secretary of the technical committee I have studied the history of the Class Rule, how it has developed and how changes have been introduced. I believe there are some serious questions that the advocates of a Fourth Rule need to answer.

Until now, when changes have been introduced, the rule makers have looked carefully at the effects of the proposed change on the existing boats, to make sure that they are not disadvantaged. In some cases this has meant introducing a grandfather clause, so that the changes only apply to boats built after the change is introduced. For example the limitation on the height of the lower black band marking the lowest boom position, introduced in 1976, allows yachts built before that date to retain their existing boom position (existing Rule 23). This was allowed because, at the time the change was introduced, some boats had the gooseneck welded to the mast.

We have seen two major changes to the Rule, when the Second and Third Rules were introduced. In both cases the new Rule made provision for boats built to the old rule. For example, when the Second Rule was introduced it made special arrangements for existing boats in the way the girth difference measurements at bow and stern were applied. And when the Third Rule was introduced, once again it contained special arrangements to deal with the boats built to the old Rule, in these words (Sub-paragraphs from the original Paragraph 1):

1. The Old Rule of 1920 1933 shall continue until December 31, 1936.
2. It is permissible to build to the Old Rule up to that date.
3. Old boats have the right to race with new boats after this date, October 1933, up to December 31, 1936.
4. Each National Authority shall decide for its own waters whether New Rule boats shall have the right to race with Old Rule boats between this date, October 1933, and December 31, 1936.

So the rule makers allowed a change-over period when the Old and New Rules were in force together. After this period, it was expected that boats built to the Second Rule would be re-rated according to the Third Rule. So that the older boats would not be disadvantaged, the divisor in the Third Rule formula was set at

2.37, rather than the 2.5 used in the Second Rule. This value was set so that a boat which rated correctly to the Second Rule would still rate very close to its original value when re-rated to the Third Rule, with any adjustment required being a very small change in sail area of perhaps one or two square metres. Indeed in many cases the boats built to the Second Rule were able to increase their sail area a little when re-rated according to the Third Rule.

Over time, we have lost sight of some of these arrangements. For example the sentences from the original Third Rule which I have quoted above do not appear in later copies of the Rule. This was because the rule makers assumed that any boats that needed to be re-rated had made the change. But more recently with the increased interest in finding and restoring old boats we have had to introduce a new clause in the Rule to make it clear that all boats should now be rated according to the Third Rule [Rule 1 (e)].

With these provisions it is possible to trace the links in the current Rule all the way back to the original Rule of 1907. Indeed, in many places the original wording of the Rule has remained virtually unchanged. As a result we have a Rule which is still effective when applied to boats built very recently as well as those built many years ago. We may have made some allowance for older boats that get heavier as they soak up water, we may choose to race boats in separate divisions, and we may award prizes for boats of different ages. But all the boats in the Class are rated by the same Rule.

We hear criticisms from time to time that the Class has failed to develop. Some people are disappointed that no designer has produced a new boat which is significantly faster than the existing ones. But this is the strength of the existing Rule it provides, and it is intended to provide, for very close racing between boats of different designs. At the same time it has produced a boat that challenges both the sailors and the designers. And the stability of the Rule enables boats of very different ages to compete together.

It appears that the advocates of a new fourth rule are proposing a very different style of boat one that is much lighter and with a planing capability. It is interesting to look back to the discussions of the IYRU around 1948, when they were looking for a replacement for the 6 metre but one that was lighter and had a smaller sail area. The result was the 5.5 metre. But this is a very different sort of boat built to a very different formula. Although some people seem to think it is built to the metre rule, in reality the only similarity is that the rating is expressed in metres.

I believe this is the question for the advocates of the proposed fourth rule. I do not see how such a very different boat can be developed without a radical change to the rule. And if the rule is changed so dramatically, how will it deal with the existing boats? The current strength of the Class is that all the boats are governed by the same Rule, which demonstrates a continuous history back to the First Rule of 1907, and produces boats of a distinctive style which the owners find attractive. This has been achieved by a process of considered and incremental development. If the proposed new boats are built to a different rule, what will happen to boats which are rated to the Third Rule? There can be only one Six Metre Class, with all the boats conforming to one Rule.

It seems to me that what is proposed is an entirely new class, only loosely related to the existing boats built to the International Rule. If it draws existing owners from our class, what happens to the value of the existing boats? Will it attract new owners, or are the people who want that sort of boat already happily sailing in one of the established sports boat classes? It may prove to be what people want, but why should the existing class sponsor it?

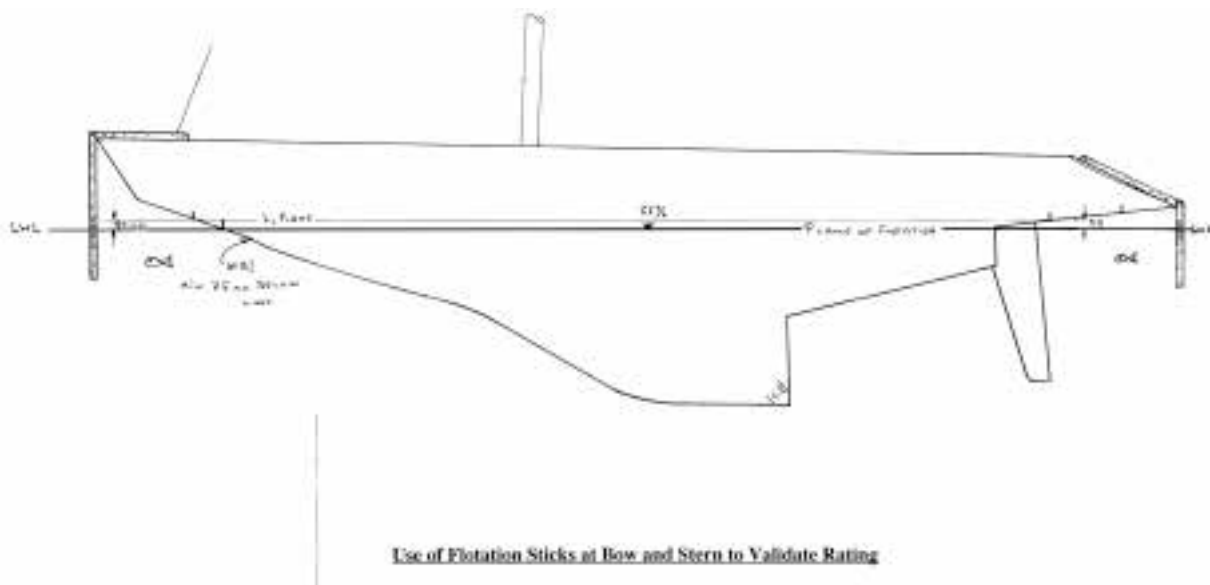
I must emphasize again that these are personal views, not those of the Technical Committee. I am not a Six Metre owner, nor do I intend to become one, so I have no financial or personal interest in what happens. But it seems to me that such a radical change could prove to be a disaster for the Class.

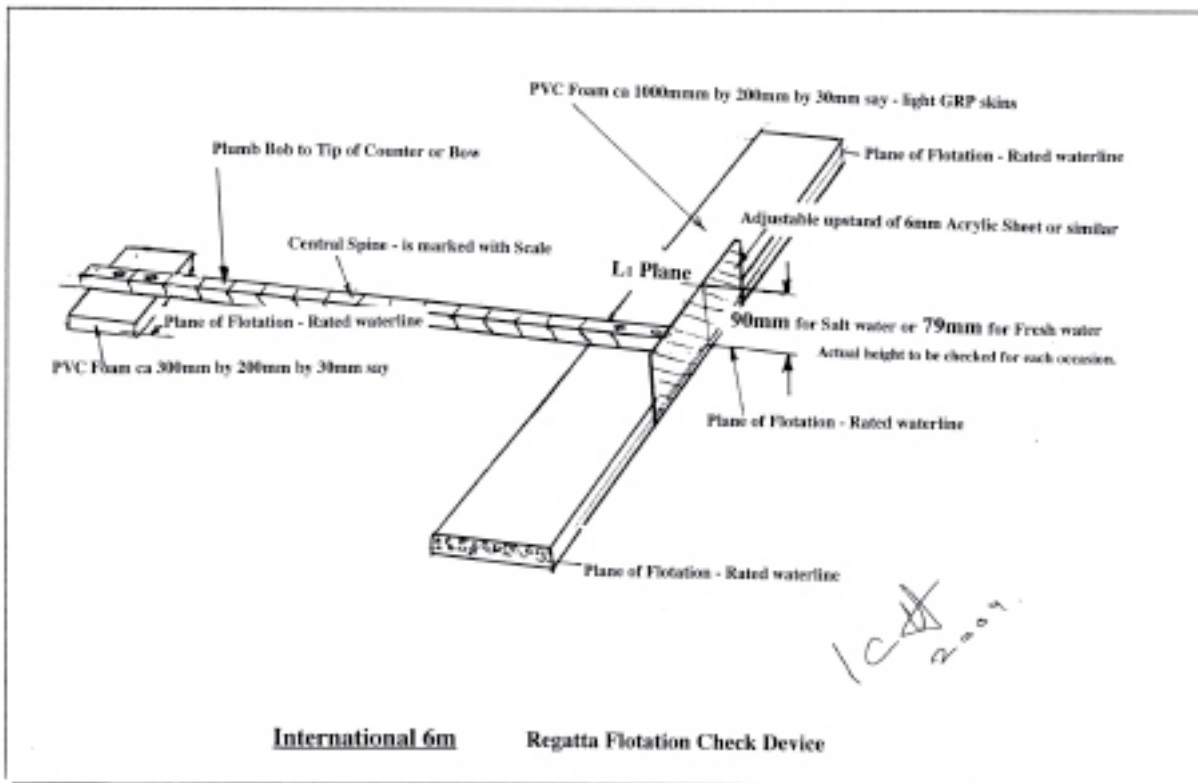
Tim Russell

11 October 2013

## Technical matters from Ian Howlett

At the AGM I mentioned that it might be sensible for the Technical section of the website to carry various diagrams and other bits and pieces that I have produced over the years for ISMA ... herewith attached.





## Second International Rule of Measurement

This is a very instructive paper explaining girth measurement and more.....

# International Yacht Racing Union Second International Rule of Measurement

From “The Complete Yachtsman” 5<sup>th</sup> Edition 1928

by

B. Heckstall-Smith and Captain E. Du Boulay

Methuen & Co Ltd  
36 Essex Street W.C.  
London

Ian Howlett Oxford 2012



192 THE COMPLETE YACHTSMAN

50.—Penalties for Gross Breach of Rules.

Should a gross breach or infringement of any of these Rules be proved against the owner of a Yacht, or against the owner's representative, or amateur helmsman, such owner, his representative, or amateur helmsman, may be disqualified by the National Authority, for any time the National Authority may think fit, from steering or sailing in charge of a Yacht in any Race held under the Rules of the National Authority.

Should a gross breach of these Rules be proved against any Sailing Master, he may be disqualified by the National Authority, for such time as the National Authority may think fit, from Sailing in a Yacht in any Race held under such Rules.

Notice of any penalty adjudged under this rule shall be communicated to each National Authority.

PART IV.—MEASUREMENT RULES

51.—Fees for Measurement.

The owner of a Yacht shall pay all fees and expenses for measuring such Yacht, previous to the Yacht being measured. A Yacht shall not be measured until all arrears of subscription and fees, due from the owner to the National Authority, have been paid.

52.—Re-measurement by Order of National Authority.

Where a re-measurement is made at the instance of the National Authority, the expenses and fees of such re-measurement shall be paid by the National Authority if the certificate is upheld.

53.—Publication of Certificates.

The figures for the Formula, the rating, and rig, with the dates of the certificates, shall be published as provided by the National Authority.

INTERNATIONAL RULE OF MEASUREMENT

This Rule now extends to every Yachting Nation in the World. It was first adopted in Europe on January 1st, 1920. It was revised in 1924. In the year 1926 the International Rule of Measurement was divided into two parts. Part I, "Yachts of 12 Metres and under," and Part II for "Yachts above 12 Metres." The two parts of the Rule differ slightly. The Formula for the smaller yachts including the factors *G* and *d*, which are omitted from the Rule for larger yachts. There are also slight differences in the co-efficients in the bow girth in the Length Clauses and the Height of Sail Plan allowed to be carried.

194 THE COMPLETE YACHTSMAN

SECTION I. PART I. 12 METRES AND UNDER

(i) Rule and Duration.

The duration of the Rule runs for periods of three years but three years' notice must be given of any alteration to it. In the case of some freak yacht being built the co-efficients may be reviewed or varied every two years.

Part I of the Rule 12 Metres and under was accepted by the North American Yacht Racing Union in 1927, which body has adopted it for the continent of North America.

(ii) International Formula.

Rating in linear units, either feet or metres.

$$\frac{L + \frac{1}{2}G + 2d + \sqrt{S - F}}{2.5}$$

- Where L=Length in linear units.
- „ G=Girth in linear units.
- „ d=Girth difference in linear units.
- „ S=Sail area in square units.
- „ F=Freeboard in linear units.

(iii) Length. (See Figs. 1 and 2.)

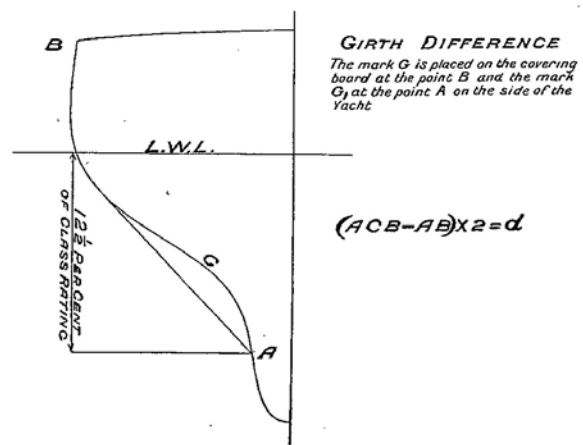
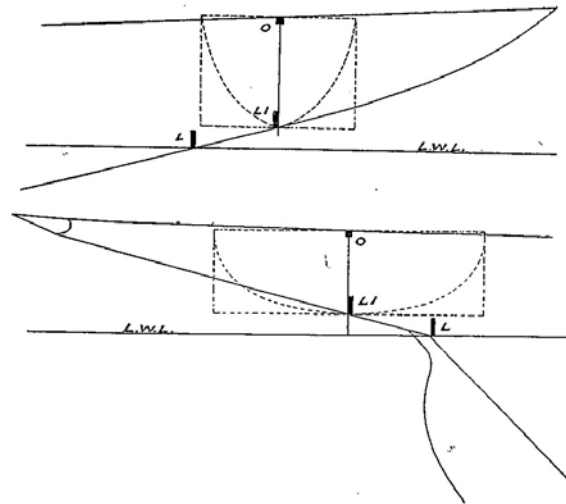
The length, *L* for the formula, is to be the length measured at a height 1.5 per cent of the Class Rating above the L.W.L., plus one and a half times the difference between the girth, covering board to covering board, at the bow ending of this length, and twice the vertical height of the side of the yacht at this station; plus one-third of the difference between the girth, covering board to covering board, at the stern ending of this length, and twice the vertical height of the side of the yacht at this station. The minimum difference between the girth, covering board to covering board, at the bow ending of the length, *L*—which, multiplied by 1.5, is to be added to *L* when calculating the Rating—shall be 15 per cent of twice the vertical height at that station.

(iv) Girth.

The girth, *G*, is to be the chain girth measured from the upper side of the covering board round the keel to the upper side of the covering board again at 0.55 L.W.L. from the fore end, less twice the free-board at the same station. This station is to be indicated on the covering board by an official mark [G]. Should there be any hollow in underside of keel the girth measurement shall be taken under an imaginary keel line excluding such hollow.

(v) Girth Difference

The girth difference, *d*, in the formula shall be measured in the same transverse plane as the girth, *G*, and shall be the sum of the



INTERNATIONAL RULE OF MEASUREMENT 195

differences between the skin girth and chain girth, measured on the two sides of the yacht, from the mark on the covering board for the chain girth, *G*, to corresponding points in the hull surface at a level 12.5 per cent of the Class Rating below the waterline. In the case of yachts of over 20 metres the level used will be 12.5 per cent of the declared rating, which must not be exceeded.

(vi) Hollows in the Surface of the Hull.

No hollow shall be allowed in the surface of the hull between the L.W.L. and the sheer line, excepting in the profile of the stern forward of the point of measurement of *L*.

(vii) Draught

The maximum draught allowed shall be 16 per cent of the L.W.L. plus 0.5 metres (1.64 feet).

(viii) Freeboard.

The freeboard, *F*, in the formula is to be the freeboard at girth station plus the freeboard at bow *L* ending plus the freeboard at stern *L* ending, the sum to be divided by three. The maximum freeboard used as a minus quantity in the formula when calculating the Rating shall be 0.08 multiplied by the Rating plus 0.25 metre.

(ix) Sheer.

The sheer of the yacht to be a fair continuous concave curve.

(x) Tumble Home.

The tumble home on each side not to exceed 2 per cent of the extreme beam.

(xi) Displacement.

Displacement shall not be less than :  
Displacement in cubic metres =  $(0.2 \text{ L.W.L. [in metres]} + 0.15)^3$   
Displacement in cubic feet =  $(0.2 \text{ L.W.L. [in feet]} + 0.5)^3$

If a yacht is less than the displacement required by the Rule for her length on L.W.L., then the difference between the length on L.W.L. to which her actual displacement corresponds by the Rule, and the actual length on L.W.L. will be doubled and added to the length measurement.

(xii) Sail Area.

The sail area, *S*, in the formula shall be measured as in the late International Rule except that the foretriangle shall be taken at 85 per cent of its total measured value.

(xiii) Maximum Height of Sail Plan.

The maximum height allowed, measured from the deck along the mast, shall be :

Class Rating multiplied by 2 plus 1 metre.



TABLE OF

Rules for cabin dimensions, specifications and the fittings of Yachts in the Inter-deck with ordinary fittings of a Yacht, efficiently constructed; which in number

Class.	6 m.	8 m.	10 m.
<b>Structural Arrangements.</b>			
Least height of cabin	..	1-10 m. (5-61 ft.)	1-50 m. (4-94 ft.)
Least breadth of floor at the broadest part.	..	0-50 m. (1-64 ft.)	0-70 m. (2-30 ft.)
Bulkheads	..	2	2
Least thickness for wooden bulkheads	..	15 mm. (5/8 in.)	15 mm. (5/8 in.)
Maximum area of deck openings	2 1/2 sq. m. (24-2 sq. ft.)	3 1/2 sq. m. (37-67 sq. ft.)	..
Fixed Skylights and hatch for the forecabin must be supplied to all yachts except in the 6-metre class	..	..	1-0 sq. m. (10-76 sq. ft.)
<b>Furniture.</b>			
Berths	..	2 sleeping berths in the cabin and 1 sleeping place for the crew.	2 sleeping berths in the cabin and 2 sleeping places for the crew.
Tables	..	..	1*
Cupboards and their total capacity	..	0-15 cbm. 5-3 cub. ft.	2, one of which for 0-15 cbm. (5-3 cub. ft.)
Total capacity of the cupboards, shelves, and compartments in the sideboard	..	0-30 cbm.	0-30 cbm.
<b>Other Fittings.</b>			
Washhand-stands	..	1	1
W.C.	..	1 Fixed	1 fixed pan closet pump
Cooking apparatus	..	..	Spirit or petro-apparatus for 4
Water vessels	..	..	4, 2 or 3. Total capacity, 50 litres. (11 gallons.)

The "height of cabin" is measured from the floor line for the purposes of measurement; to the under of at least one-fifth the length of the yacht on the line of flotation. The increased heights under the cabin. The round-up of the deck must not exceed one-twentieth of the greatest beam of the yacht. The following shall apply to all yachts above 8 metres:— Frames and glazed skylights with sashes to open, to be fitted to every cabin which extends across the companion, with sliding cover or other means of closing it, to be fitted, and a ladder or stairway, which over a cabin, it shall be regarded as equivalent to a skylight. In all cabins the sides of the vessels above ways in place, and all the other fittings specified in the table of cabin fittings retained on board except and the anchors and chains specified in the "Rules for the Building and Classification of Yachts" must be used as shifting ballast, or for altering the trim of a yacht. No ballast shall be used as shifting ballast. An extra number of berths in the cabin will replace the number of sleeping places for the crew. The actual floor may be at a different level. Any opening between the cockpit and the interior of the yacht must be efficiently closed by an these must be at the fore end of the cockpit, the other near the mast.

(xiiiia) Battens.

The length of the battens in all mainsails of yachts shall not exceed the following:—

Intermediate battens, 10 per cent of the Rating + 0.6 metres. Upper and lower battens, one-fourth shorter. The battens in a sail shall divide the after leach into approximately equal parts.

Maximum number of battens in sail:— Yachts of 12 metres and under: 4 battens.

(xiiiib) Headsticks.

Headsticks to triangular mainsails shall not exceed 2 1/2 per cent of rating.

(xiiiic) Sails Unfairly Sheeted or Set.

No contrivance such as an outrigger shall be used on any head sheet or upon the sheet of the spinnaker, and the spinnaker boom shall not be used as a bowsprit by being tacked or fixed down at the outer end when the spinnaker boom is right forward.

(xiv) Crew

All measurements to be taken without crew on board.

(xv) Marks.

Visible marks on the hull must be in accordance with the "Instructions to Measurers."

(xvi) Immersion.

That the certified rating be for the immersion of the yacht in water of the specific gravity of open sea water. Allowance is to be made in the case of vessels measured in fresh water, as prescribed in the "Instructions to Measurers."

(xvii) Cabin Dimensions and Fittings.

The restrictions as to the cabin fittings to be in accordance with the Table annexed.

(xviii) Cabin Tops in 8 Metres.

An 8-metre yacht must be fitted with a cabin top. The minimum cabin top to be 2.5 square metres unobstructed area, or 25 square feet. Height to be an average height of 15 cm. 6 inches. Thickness of roof, 15 mm.; sides, 25 mm. The mast must not go through the cabin top. The carlings or beams must not go across the space. This is not to apply to any 8-metre yacht ordered before February, 1927. An 8-metre yacht with a cabin top need not be fitted with a skylight, but must have a forecabin hatch.

(xix) Masts.

Hollow masts will be allowed. The wall thickness of hollow masts must be of uniform thickness from 0.3 metre (one foot) above the deck

CABIN FITTINGS

national Classes. All the Yachts exceeding 6 metres rating must be fitted below and size shall not be less than specified in the following table and description

12 m.	14 m.	17 m. and above.	
1-70 m. (5-38 ft.)	1-90 m. (6-23 ft.)	2-00 m. (6-56 ft.)	The height of cabin is to be measured to the underside of the deck.
1-0 m. (3-28 ft.)	1-40 m. (4-60 ft.)	1-65 m. (5-41 ft.)	The breadth of the floor is to be measured to the inside of the vessel's skin, at the level of the floor line for the purposes of measurement.
3	3	4	The various cabins are to be separated from each other and from the fore part of the vessel by wooden (or steel) bulkheads. Openings in the bulkheads must be fitted with doors.
15 mm. (5/8 in.)	15 mm. (5/8 in.)	15 mm. (5/8 in.)	All boats must be decked, but in Class 6 need not be fitted with cabins. All openings in the deck except cockpits must be covered with hatches, covers, or skylights. An 8-metre yacht fitted with a cabin top conforming to the Rule need not have a skylight but must have a forecabin hatch.
3 sleeping berths in the cabins and 3 sleeping places for the crew.	4 sleeping berths in the cabins and 5 sleeping places for the crew.	5 sleeping berths in the cabins and 7 sleeping places for the crew.  For 20 m. and above 6 and 8 respectively.	As sleeping berths are to be understood, securely fitted bedsteads, slugs, bed-berths, or sleeping sofas, the dimensions of which are at least 180 x 45 cm. (59 1/2 ft. x 29 1/2 ft.). As sleeping places, frames made of tubing covered with sail cloth hammocks and other similar appliances may be adopted.
1* 0-45 sq. m. (4-84 sq. ft.)	1* swinging table 0-65 sq. m. (7 sq. ft.)	1 swinging table. 0-85 sq. m. (9-15 sq. ft.)	The table marked with an asterisk may be of the folding description. A centre-board yacht need not carry a swing table.
clothes and linen. 0-20 cbm. (7-06 cub. ft.)	3, one of which for clothes and linen. 0-25 (8-83 cub. ft.)	4, two of which for clothes and linen. 0-35 (12-36 cub. ft.)	
0-50 cbm. (17-66 cub. ft.)	0-65 cbm. (22-98 cub. ft.)	0-90 cbm. (31-78 cub. ft.)	
1	1	2	
or underwater closet.	Underwater pump closets. 1		
1 or more.	1 cooking range sufficient for the crew.		
115 litres. (25-3 gallons.)	160 litres. (35-2 gallons.)	340 litres. (74-8 gallons.)	When the yacht is submitted to measurement, these water vessels must be filled to their prescribed capacity in each case.

side of the deck, regardless of the deck-beams. This "height of cabin" must be maintained over a distance companions, or other deck erections, are not taken into account in the measuring of the "height of yacht, having a clear deck opening of not less than 4 per cent of the deck area of such cabin. A fixed may be hinged or pivoted, but must not be totally displaced when racing. Should a companion be fitted the fittings to be lined, either close, or if with battens, the space not to exceed 25 per cent of the whole. all classes:—During a race the platforms shall be kept down, bulkheads standing, and ladders and stair-cots, skylights, and unfixed cooking apparatus; no water may be started from or taken into the tanks, on board, all ballast must be properly stowed under the platforms or in lockers, and no ballast or other shipped, unshipped, or shifted after 9 p.m. of the day previous to that on which the race is sailed.

additional bulkhead or bulkheads. In cases where a yacht is required to have two bulkheads one of

to the top. The mast must be solid from the step to 0.3 metre (one foot) above the deck. The minimum wall thickness to be:—

Class Metres.	Thickness. mm.	in.
6	20	3/4
8	25	1
10	30	1 1/4
12	45	1 3/4
15	62	2 1/2

This came into force on the 1st May, 1927.

Permanently bent masts, rotating masts, double-luffed sails and similar contrivances are prohibited under the International Rule.

(xviii) Classification.

The International classes will be as follows:—

Class Metres.	Corresponding Class in Feet.	Limit to number of Paid hands allowed on board during a Race.	Limit to number of Persons allowed on board during a Race.
12	39-37	4	No limit
10	32-80	3	8
8	26-24	3	6
6	19-08	2	5

There is no limit to the number of persons allowed on board during a race, but the number of paid hands is limited as in the above table.

(xix) Scantlings.

All yachts will have to be classed with one of the three classification societies, viz., Lloyd's Register of Shipping, Bureau Veritas or Norsk Veritas; and yachts of the International classes so built will be classed R, denoting that their scantlings are as required for their respective rating classes. The tables of scantlings may be obtained on application from the Secretary of Lloyd's Register of Shipping, 71, Fenchurch Street, E.C.3; the Administration of the Bureau Veritas, 8, Place de la Bourse, Paris; or of the Norsk Veritas, Kongengate 2, Christiania.

(xx) Old Yachts conforming to New Classes. (xxi) Old Yachts not conforming to New Classes.

These two clauses ceased to operate on December 31st, 1925.

(xxii) Certificate of Rating.

As soon as a Yacht has been measured, the measurer shall forward the measurements (with "Designer's Declaration," see para. 4, Instructions to measurers, etc., the sailmaker's diagram, if necessary) to the Secretary of the National Authority, who shall in due course, and after receipt of the Classification Society's certificate, issue a certificate of rating, which shall be in force from the date of the completion of the measurement. If from any peculiarity in the build of the Yacht, or other cause, the measurer shall be of opinion that the rule will not rate the Yacht fairly, or that in any respect she does not comply with the requirements of these rules, he shall report the

## 200 THE COMPLETE YACHTSMAN

circumstances to the National Authority, who, after due inquiry, shall award such certificate of rating as they may consider equitable, and the measurement shall be deemed incomplete until this has been done.

**(xxiii) Errors in Certificates.**

Should the certificate under which a Yacht has sailed in any race or races be proved to have been incorrect for any reason, the National Authority may, after inquiry, correct such certificate as they may deem proper, and may revise the claim of the Yacht to the prizes which she may have been awarded in such race or races.

**(xxiv) Obligations of Owner respecting Certificate.**

The certificate of rating shall cease to be valid under any of the following contingencies:

- (a) If the displacement is *reduced* or the draught is *increased* or any dimension altered so as to invalidate the "Designer's Declaration" (see para. 4, "Instructions to Measurers").
- (b) If any dimension measured for rating, except freeboard, is found to exceed the measurement stated on the certificate.
- (c) If one or both of the length marks fall within the length immersed when the yacht is lying in smooth water in measurement trim.
- (d) If any alteration is made so as to increase the beam or girth or girth difference, or the length of any spar or spars, or the sail area, as respectively measured for rating.
- (e) If any length or girth or immersion mark is moved from its position.
- (f) If the fittings do not comply with the tables.
- (g) At the expiration of two years from the date of the certificate.

In such case the owner or his representative shall forthwith notify in writing the invalidity of the certificate to the Secretary of the National Authority. A fresh or re-dated certificate will afterwards be issued, to be in force from the completion of re-measurement, or from the date the certificate expire under Clause (g).

It is especially incumbent on the owner, or his representative, to ascertain from time to time by inspection of the marks, whether the immersion of the yacht has from any cause whatever become such as to render the certificate invalid.

He should also especially note that he is responsible that Clause (a) "Designer's Declaration," is not infringed, as the designer is in no way responsible for the correctness of his declaration after the date thereof.

**(xxv) Penalty for Infringement of Provisions relating to Certificate.**

If an infringement of any of the foregoing provisions in respect of the validity of the certificate of a Yacht should, in the opinion of the National Authority, be proved against any Yacht, such Yacht shall be liable to be disqualified by the National Authority from

## INTERNATIONAL RULE OF MEASUREMENT 201

starting in any race sailed under these Rules for the remainder of the current year, or such period as the National Authority may direct, reckoning from the date at which her certificate is proved to have become invalid.

**(xxvi) Inspection to be permitted by Owner.**

Every owner sailing under these Rules shall permit all reasonable inspection by or on behalf of the National Authority, and shall afford all reasonable facility to carry out such inspection in regard to measurements, marks, fittings, and such other matters as fall within the scope of a measurer's duty.

**(xxvii) Centreboards.**

The Rules for Centreboards were still in abeyance in 1928.

## SECTION I. PART II.—THE INTERNATIONAL RULE FOR YACHTS ABOVE 12 METRES

(Passed by the I.Y.R.U., November, 1926.)

In all details not mentioned in the following clauses, including the Measurement of Sail Area, limitations upon Displacement and Draught, etc., the Rule of Measurement for Yachts above 12 metres is the same as in the International Rule for Yachts of 12 metres and under.

**(i) The International Formula for Yachts above 12 metres:**

$$\frac{L + \sqrt{S} - F}{2.3} = \text{Rating.}$$

**(ii) Length.**

The length, L, for the formula is to be measured at a height 1.5 per cent of the L.W.L. length above the water-line. In taking the length the girth difference at the bow shall have a co-efficient of  $1\frac{1}{2}$  and that at the stern  $\frac{1}{2}$ .

**(iii) Keels.**

The keel shall be straight from the after end to a point vertically below the centre of the water-line length. A reasonable round up at the after end shall not be considered a deviation from the straight line for the purposes of this clause.

**(iv) Height Limits for Masts.**

Measured from the L.W.L. to the highest sheave on the mast or topmast.

- (a) Yachts of Single-masted rig and Yawls:—  
L.W.L.  $\times$  1.4 + 6 metres.
- (b) Yachts of Schooner or Ketch Rig:—  
L.W.L.  $\times$  1.4 + 4 metres.

The Introduction to the Third Rule from 1938 can be found in [www.6metre.ch/Technics](http://www.6metre.ch/Technics)

It is a 30 page document. We can not print it in this ISMA issue.

Also attached is a Chapter "The Design of Appendages" that I wrote in 1998 for a pair of textbooks entitled "Sailing Yacht Design" and as you will see this has quite a bit about the Sixes. I retained copyright of my work so you are welcome to use any pages of the same that might be of interest for ISMA News.

The interesting paper can be seen in [www.6metre.ch/Technics](http://www.6metre.ch/Technics)

## Reports from Germany

What would be a World Championship without the participating teams. Thanks to all of you having travelled to Glücksburg. You honoured the Flensburg Segel Club and Oliver Berking with BMW, the main sponsors.

We think that you lived a really nice event organised by Oliver Berking and the Flensburg Segel Club.

## The teams

© Gilles Favez



ABU GBR 32



AIDA GER 59



BERTA SWE 131



CAMELA SWE 115



Courage IX GER 118



Delphina SWE 115



FLAPPER NOR 71



Gallant KC 10



FRIDOLIN FIN 12



IRENE SUI 91



Jane Ann USA 105



LADY DAY DEN 58



LUCIE US 55



LLANORIA US 83



LILLEVI GER 68



MAY BE IV FIN 5



Mecara SUI 45



MELLUM GER 22



MAY BE VI Fin 51



MENA GER 30



NADA K12



PHILIPAA GER 60



NOTORIUS SWE 114



NIRVANA DEN 66





SARA OF HANGO FIN 49



SIESTA DEN 67



Sleipnir GER 17



VALHALLA GBR 107



Temptation 3 SUI 104



STEAM GER 15



VALDAI GBR 40



SOPHIE II SUI 132



ST. FRANCIS IX CAN 135



Before that the World Cup 2013 began, all sailors were invited to the Classic Night in the boat yard of Robbe&Berking. This night marked the end of the Robbe&Berking Sterling Cup.





## Robbe & Berking Sterling Cup und 6 mR- World Championship

01.-08. August 2013



This weekend the 6mR World Championship started in Glücksburg, near Flensburg, just at the German border to Denmark. Organized by the Flensburger Segel-Club, the International 6mR Association and the Robbe & Berking Yachtmanufaktur it takes place as part of the R&B Sterling Cup for 12mR, 6mR and 5.5mR yachts.

The weather conditions being fantastic, with moderate westerly winds up to 3 Beaufort 34 yachts from 9 nations crossed the starting line on Sunday morning: 11 started in the division of the Moderns (build later than 1965) and 23 in the Classics division (build before 1965).

After 2 of 8 races, the Scandinavians dominate the Classic Division. Henrik Lundberg from Finland took the lead with his 6mR FRIDOLIN followed by Lars Guck from Norway (FLAPPER). The third place holds, with even points, the defending champion Henrik Tenström, also from Finland, with his SARA AF HANG. As best German participant Dr. Björn Storsberg (AIDA) from the organizing Flensburger Segel-Club follows as fourth.

In the Modern Division, Robert Smith, (VALHALLA) from Britain finished first in the overall ranking. The Swiss Beat Furrer (TEMPTATION), took the second place, both on even points, and the Canadian Ross Macdonald (ST.FRANCIS IX) became third.

The Championship will be continued today at 11:00 hrs and will be sailed until the 8th August 2013. Predictions about the final outcome cannot yet be concluded from these first results. 6 races are still to be sailed and there are quite a few aspirants that would like to play a part in the awarding of the title. One of them being the reigning European Champion and World Champion of 2009 in the Classic Division, Don Martin from Canada with his 6mR GALLANT. Currently he holds the fifth place, with a 2nd and a 9th place in the overall ranking. Today he could already cheer as winner of the Robbe & Berking Sterling Cup.



### **Robbe & Berking Sterling Cup und 6 mR- World Championship**

01.-08. August 2013, 2nd Day

The second day of the Robbe & Berking 6mR World Championship, in Glücksburg (Flensburg Fjord) challenged its participants today with tricky conditions. Two races had been scheduled of which the first one confronted the competitors with light, often shifting south easterly winds and

some wind holes. During the second race it developed to a quite strong easterly wind that became even stronger during the course of the race, with gusts up to 6 Beaufort, so that a few damages with rigs and sails could not be prevented. Nevertheless Race Committee Chairman Claus-Otto Hansen from the organizing Flensburger Segel-Club considered the conditions as 'just perfect for a world championship'. For him and his team it had been, despite all necessary concentration 'pure fun to enjoy these boats racing

In the Modern Division it was the Swiss 6metre SOFIE II with Skipper Hugo Stenbeck who could cope best with the changing winds. Although he dominated in both races of the day with first places he could not yet take the overall lead from Robert Smith (VALHALLA) of Great

Britain. With 10 points Stenbeck and his crew became second. Smith remained first with two second places today and 9 points in the overall scoring. The third place holds, just as yesterday, the Canadian Ross Macdonald (ST.FRANCIS IX). Best German in the category 'Moderns'



is former World Champion Albert Batzill with COURAGE IX, holding place four.

In the 'Classic' Division the American Mat Brooks (LUCIE) won the first race of the day, while the second race was won by the British NADA with Poul-Richard Hoj-Jensen at the helm. Nevertheless it was Lars Guck from Norway with FLAPPER who, with 14 points, impressively took the lead in the overall scoring. His competitors Eric Jespersen (LLANORIA) from USA and Henrik Lundberg from Finnland, (FRIDOLIN) achieved places two and three, both with 25 points.

The world championship, organized by the Flensburger Segel-Club, the 'International 6mR Association' and the 'Robbe & Berking Yachtmanufaktur' will be continued tomorrow. Due to a weather warning for Tuesday morning, there will be a delay so that the first start is scheduled at

12:00 hrs.

IMG\_5538.JPG © Gilles Favez Fehlt



After racing we have been invited for a Night on the Island. No words, but some pictures will let us think again to this wonderful evening.



### **Robbe & Berking Sterling Cup und 6 mR- World Championship**

01.-08. August 2013, 3rd Day

No racing on the third day of the Robbe & Berking 6mR World Championship, in Glücksburg (Flensburg Fjord). The day began with a delay due to a weather warning. Unfortunately the situation did not improve. With more than 7 Beaufort the wind blew steadily beyond class limits so that it was not possible to start.

The world championship, organized by the Flensburger Segel-Club, the International 6mR Association and the Robbe & Berking Yachtmanufaktur will be continued tomorrow. The first start is scheduled at 11:00 hrs.

### **Robbe & Berking Sterling Cup und 6 mR- World Championship**

01st -08th August 2013, 4th day

St. FRANCIS IX from Canada and FRIDOLIN from Finland are the 6mR World Champions 2013.

After four days of racing the Robbe&Berking 6mR World Championship, organized by the Flensburger Segel-Club with the support of the International 6mR Association (ISMA) and the Robbe & Berking Yachtmanufaktur, ended today off Glücksburg (Flensburg Fjord, Germany).

World Champion in the Modern Division (built later than 1965) became the Canadian Ross Macdonald and his team with their 6mR St. FRANCIS IX (CAN 135). With a second place in today's fifth and final race of the series he pushed the so far leading European Champion



of 2012 Robert Smith (GBR 107) and his VALHALLA to the second place in the overall scoring. The third place took the former World-and European Champion Alba Batzill from Germany (GER 118) with his 6mR COURAGE IX. Batzill and his crew were able to cope best with the light and shifty breezes of this last day of racing and could thus improve their position in the overall scoring from a fourth rank to the position of the bronze medalist. Finally it was a very close victory margin as the three leading teams lay only one point apart of each other (17, 18, 19).

In the ÖClassicî - Division it was the Finn Henrik Lundberg who could decide the championship in his favor. With his 6mR FRIDOLIN (Fin 12) finishing second in today s race he gained the first place in the overall scoring with 27 points. Vice-Champion became the so far leading Lars Guck from Norway with FLAPPER (NOR 71) ending up on 15th place only in today s race and 29 total points, followed by Eric Jespersen (USA 83) with LLANORIA (31 points). Clear winner of the last race of the championship was LUCIE (USA 55). The night before the well-known light-wind-specialists around Skipper Matt Brooks had organized a great party to celebrate the 83th birthday of their ÖOld Ladyî - today they were rewarded with a first place!



On Tuesday the Flensburg Fjord had presented itself quite rough to the 34 competing boats from 9 nations, with strong winds and heavy puffs up to 7 Beaufort, so that according to the class rules no racing was possible. This morning it appeared most beautifully only the plain sea worried the organizing team of the Flensburger Segel-Club on the 4th day of racing. Very swift easterly winds around 2 Beaufort with many shifts meant difficult conditions for everyone and a long day at sea. We had to keep the sailors waiting for nearly 4 hours until a light sea breeze was building up, reported Regatta Chairman Claus Otto Hansen.

In both divisions, Classics and Moderns, only one race each could be finished in due time today. Thus the R&B 6mR World Championship ended with a minimum of five races instead of the eight, originally planned. For the competitors this meant that no discard was possible so that they were not able to drop their worst result.

Finally an event ended that will be well remembered! The exceptionally warm and sunny weather provided a nearly Caribbean atmosphere ashore and on the waters. The varying wind conditions from light to heavy air allowed the participants to show all their nautical skills and talents and finally to honor their true champions.



The Robbe & Berking 6mR World Championship will end tomorrow with the official prize-giving ceremony. Thanks to Belinde Diethelm, F rdestrasse 22 b, D-24960 Gl cksburg, for the excellent report.



## And the winners are

Robbe &amp; Berking 6 Metre World Championship 2013 manage2sail

14.08.13 08:56

manage2sail.com

# Robbe & Berking 6 Metre World Championship 2013



## Ergebnisse

6mR classic

Wertungssystem : Low Point

Rating System : One Design

Streicher nach : 6;

Regattaorganisation : Race Officer - Claus Otto Hansen (IRO); Race Officer - Hajo Andresen (NRO); International Jury (Chairman) - Erich Michel (J, AUT);

Results - Stephan Nielsen / Markus Mühlberger;

Veröffentlicht : 8/8/2013 10:03 AM

Nr	Segel Nummer	Steuermann	Verein	R1	R2	R3	R4	R5	Tot.	Net.
1	FIN 12	Henrik LUNDBERG	ÅSS	3.0	5.0	8.0	9.0	2.0	27.0	27.0
2	NOR 71	Lars GUCK	Bristol Yachtclub	8.0	1.0	2.0	3.0	15.0	29.0	29.0
3	USA 83	Eric JESPERSEN	Sidney YC	12.0	3.0	6.0	4.0	6.0	31.0	31.0
4	FIN 49	Henrik Tenström	NJK, Nyländska Jaktklubben	5.0	4.0	10.0	12.0	4.0	35.0	35.0
5	USA 55	Matt BROOKS	St. Francis Yacht Club	19.0	2.0	1.0	13.0	1.0	36.0	36.0
6	GER 68	Andreas HAUBOLD	PYC	7.0	7.0	9.0	5.0	8.0	36.0	36.0
7	KC 10	Don MARTIN	RVYC	2.0	9.0	14.0	2.0	13.0	40.0	40.0
8	K 12	Poul-Richard HOJ-JENSEN	RYS	15.0	13.0	4.0	1.0	9.0	42.0	42.0
9	FIN 51	Karl-Gustav PIHL	NJK	10.0	10.0	3.0	7.0	14.0	44.0	44.0
10	DEN 67	Steen CHRISTENSEN	KDY	9.0	14.0	5.0	10.0	11.0	49.0	49.0
11	FIN 74	Kenneth PALMGREN	BS	1.0	11.0	12.0	11.0	17.0	52.0	52.0
12	DEN 66	Erik Tinglef LARSEN	KDY	6.0	18.0	7.0	24.0	5.0	60.0	60.0
13	GER 17	Christoph NIELSEN	KYC	14.0	8.0	18.0	8.0	12.0	60.0	60.0
14	GER 59	Dr. Björn STORSBERG	FSC	4.0	6.0	11.0	24.0	18.0	63.0	63.0
15	SUI 45	Reinhard SUHNER	SVB	11.0	12.0	24.0	14.0	3.0	64.0	64.0
16	FIN 5	Tapio LEHTINEN	H S S	16.0	17.0	13.0	6.0	19.0	71.0	71.0
17	GER 30	Dr. Thomas KUHMANN	BYC	18.0	21.0	15.0	17.0	7.0	78.0	78.0
18	GER 22	Martin MENZNER	KYC	13.0	15.0	21.0	16.0	20.0	85.0	85.0
19	DEN 65	Patrick HOWALDT	KDY	17.0	16.0	16.0	15.0	24.0	88.0	88.0
20	GER 15	Thorsten THELEN	YCLL	21.0	19.0	19.0	18.0	16.0	93.0	93.0
21	GBR 32	Christian TEICHMANN	RSrnYC	23.0	23.0	17.0	24.0	10.0	97.0	97.0
22	SWE 15	Walter KUHLMANN	DTYC	20.0	22.0	20.0	20.0	21.0	103.0	103.0
23	GBR 40	Robert OWEN	RYS	22.0	20.0	22.0	19.0	22.0	105.0	105.0



The Classic Winners



Matt Brooks wins the ..... Trophy

Robbe &amp; Berking 6 Metre World Championship 2013 manage2sail

14.08.13 08:56

manage2sail.com

# Robbe & Berking 6 Metre World Championship 2013



## Ergebnisse

Wertungssystem : Low Point

Rating System : One Design

Streicher nach : 6;

Regattaorganisation : Race Officer - Claus Otto Hansen (IRO); Race Officer - Hajo Andresen (NRO); International Jury (Chairman) - Erich Michel (IJ, AUT);

Results - Stephan Nielsen / Markus Mühlberger;

Veröffentlicht : 8/8/2013 10:03 AM

Nr	Segel Nummer	Steuermann	Verein	R1	R2	R3	R4	R5	Tot.	Net.
1	CAN 135	Ross MACDONALD	RVYC	7.0	1.0	4.0	3.0	2.0	17.0	17.0
2	GBR 107	Robert SMITH	RTYC	1.0	4.0	2.0	2.0	9.0	18.0	18.0
3	GER 118	Alba BATZILL	WYC	5.0	3.0	3.0	7.0	1.0	19.0	19.0
4	SUI 132	Hugo STENBECK	RV Brunnen	2.0	6.0	1.0	1.0	10.0	20.0	20.0
5	SWE 121	Lars ENGELBERT	KSSS	9.0	5.0	5.0	4.0	4.0	27.0	27.0
6	SUI 104	Beat FURRER	AVP	3.0	2.0	10.0	9.0	6.0	30.0	30.0
7	SWE 125	Hol J. Michael LARSSON	Royal Thames Yacht Club	8.0	8.0	8.0	5.0	3.0	32.0	32.0
8	SWE 114	Claes HENNINGSSON	KSSS	6.0	7.0	6.0	8.0	5.0	32.0	32.0
9	USA 105	Jali MAKILA	tps	4.0	10.0	9.0	6.0	7.0	36.0	36.0
10	GER 60	Mirko CAPKA	GYC	12.0	9.0	7.0	11.0	8.0	47.0	47.0
11	SUI 91	Nicolas JATON	CNLY	11.0	11.0	11.0	10.0	11.0	54.0	54.0



Ross Mac Donald is World Cup 2013 winner with CAN 135



Katrin Storsberg at work

## Lucie US 55

Matt Brooks, his wife and his team offered to all of us a nice birthday party for Lucie US 55.

She has been restored and made the long trip from the States to Europe at the age of 83 years.

© Gilles Favez



## Reports from Switzerland

Nachdem sich Hugo Stenbeck entschieden hat, seine Sophie II in der Schweiz zu immatrikulieren und Guy Minder einen Anhänger für seine Irone bauen liess war die Schweiz mit vier 6mJI in Flensburg am Start. Die Schweiz war seit vielen Jahren nicht mehr so gut an einer internationalen Regatta vertreten.



### 6M JI: 4 bateaux suisses à Flensburg

Rempporté par le bateau canadien St Francis (X barré par le double médaillé olympique de Star Ross Macdonald (et en classique Matt Brooks sur Lucie USA55), le championnat du monde des 6m.JI a vu quatre voiliers suisses effectuer le déplacement en Allemagne. Le premier d'entre eux, Sophie II (SUI 132) était barré par Hugo Stenbeck, à l'ori-

gine du projet Victory Challenge dans l'America's Cup. Il était suivi de Temptation 3 de Beat Furrer (le président de la série), d'Irène de Nicolas Jaton et de Mecara : barré par Reinhard Sühner du lac de Constance, plus connu sur le Léman sous son ancien nom: Ylliam, alors propriété des Firmenich et détenteur du record du Bol d'Or pendant plus de 20 ans! Tous les résultats sur [www.6metre.ch](http://www.6metre.ch)





### Classique Edmond de Rothschild 201

Pour la première fois de son histoire, le Cercle de la Voile et la Section H éllice et Ski Nautique de la Société



Nautique de Genève ont organisé en étroite collaboration avec la Banque Privée Edmond de Rothschild la première édition de la "Classique Edmond de Rothschild".

Ainsi, du jeudi 27 au dimanche 30 juin dernier, les plus belles unités classiques voile et moteurs se sont retrouvées à la Société Nautique de Genève pour un spectacle féerique. Une trentaine de voiliers et quelques magnifiques canots moteurs d'époque se sont affrontés lors de concours et de splendides régates.

5 8mJI classique, 1 8mJI Aurique, 1 7mJI, des 6mJI Classiques et Modernes, des Lacustre, Dragons, 30m. Suédois et les plus vieilles unités du Lac que sont les 2



et 3 Tonneaux se sont affrontés dans une météo capricieuse et exigeante tant pour les concurrents que pour le comité de course.

Philippe Durr bord du 6mJI Classique "Aspre" remporte cette année la "Coupe Banque Privée Edmond de Rothschild" devant le 6mJI Moderne "Irène de Guy Minder". Nous retrouvons ensuite les deux 6mJI Classiques "Korrigan" de Yves Janet et "Saga" de Joëlle Zumoffen qui se partagent la 3<sup>ème</sup> place du podium.



Cet événement n'aurait pas pu compter cette année sur des concurrents sérieux et renommés de cette incontournable manifestation. Cette édition s'est donc faite sans la présence des 6mJI "Mecara", "Dix Août", "Temptation III" et de "Duclopp". Ces habitués de la preuve avaient d'autres engagements cette même période. Le comité d'organisation se réjouit néanmoins de les accueillir nouveau à la SNG pour l'édition 2014 de la "Classique Edmond de Rothschild".

Cette première édition s'est terminée le dimanche dans de splendides conditions estivales et par une blouissante parade jusqu'au fin fond de la rade de Genève, devant des quais et un pont du Mont-Blanc noirs de monde ; des touristes en visite dans la Cité de Calvin qui se souviendront longtemps de ce spectacle grandiose et des genevois qui en redemandent déjà.

A vos agendas, la prochaine édition est d'ores et déjà fixée pour les 26, 27, 28 et 29 juin 2014 !!!

pour le Comité d'organisation,  
Yann Petremand

## Reports from France

The French 6mJI Association and the Société Nautique de la Trinité sur Mer have invited for the British & French Open Championship from June 1st to 6th 2013. Ce sont inscrits 8 modernes et un classic seulement. We first sailed the French Championship as a tune up and started for the Open de France et de Grande Bretagne le 3 juin.



Voici le rapport journalier de Gilles Bosco:

### Open de France et de Grande Bretagne 6 m JI – journée du lundi 3 juin 2013

Publié par Gilles le Bosco le 3 juin 2013 les intentions du comité de course pour la journée du lundi 3 juin 2013 3 courses de type 2 et pour finir en milieu d'après-midi par un n°1, avant que le vent rentre. Prévision pour la journée

vent Nord-Est 4, parfois 5 en début de matinée, fraîchissant 4-5 en soirée. MER : Belle, peu agitée. HOULE : Nord-Ouest 0,5-1 m sans nuage et devenant non significative, sauf au large de Penmarc'h. TEMPS : Soleil prédominant. VISIBILITE : Bonne.

Bon vent tous



### 6 m JI à La Trinité résumé de la journée du mardi 4 juin

Superbe journée en Baie de Quiberon pour les 6 m JI engagés sur l'Open de France et l'Open de Grande-Bretagne.

C'est sous un soleil resplendissant que c'est déroulé la deuxième journée de course.

3 courses aujourd'hui, 2 parcours de type 2 et un de type 1,

avec un vent oscillant de 65 le matin 70 pendant midi, 85 en début d'après-midi.

avec des hauts 10-15 noeuds et des bas 5-6 noeuds en fin d'après-midi

Cot coureurs c'est Junior qui mène la danse avec deux points d'avance sur Valhalla 9 points et Temptation III avec 17 points



### 6m JI à la Trinité- prévisions météo pour la journée du 5 juin

Prévisions météo pour la journée :

Météo France

VENT : Est Nord-Est 3-4, revenant Nord Nord-Ouest 2-4 l'après-midi. MER : Belle, parfois peu agitée ce matin. HOULE : Ouest 0.5-1 m, localement 1.5 m vers Penmarc'h. TEMPS : Beau temps ensoleillé. VISIBILITE : Bonne.

Les intentions du Comité de Course:

au vu des vents pour la journée, on va prendre les courses une par une, La course N°7 partira à 11 heures par vu c'est dire signal d'avertissement à 11h00.

et après on verra bien, si on arrive en faire deux c'est le bonheur, trois se sera la cerise sur le gâteau

Comme prévu le vent nous a lâchés juste après l'arrivée de la deuxième course.

Après la belle bascule de vent au 50 qui nous a contraint à faire un changement de parcours en fin de premier bord de spi,

le tout en quelques minutes la course c est termin e avec 5 noeuds alors que nous avions commenc e celle-ci avec 3 noeuds.

Cot coureurs: c est Junior qui m ne toujours la danse, avec 10 points sur Valhalla 14 points et Cream avec 22 poin



6m J.I. La Trinit sur Mer bilan de la journ e  
Publi par gilles le bosco le 6 juin 2013

Jeudi 6 juin la m t o va encore nous bloquer les navigations cette apr s midi, sauf si le thermique de la Baie de quiberon arrive s installer

Pr visions m t o pour la journ e:

M t o France

VENT : Est Nord-Est 3 4, devenant temporairement Variable 1 3 l apr s-midi. MER : Belle, localement peu agit e le matin. HOULE : moyenne d Ouest Nord-Ouest 0.5 1 m. TEMPS : Averses parfois orageuses l apr s-midi avec rafales. VISIBILITE : Mauvaise sous averses.

Les intentions du Comit e de Course:

au vue des vents pour la journ e, si nous arrivont faire deux courses se sera beau.

Avec un premier signal d avertissement 10h30,et oui nous avons pris la d cision hier soir avec les coureurs de reculer d une demi heure l avertissement pour la derni re journ e

Bon vent tous pour la journ e

Encore une belle journ e sur l eau,

mais je n est pas eu de chance avec ol qui n a pas voulu entr dans la Baie de Quiberon apr s la premi re course et du coup 14h, j ai d cid en accord avec la classe 6 m J.I. d envoyer l aper u / A, afin de faire rentrer les concurrents au port de La Trinit sur Mer.

Joli Championnat qui nous a permis de faire quant m me 9 course et qui voit la victoire de Junior FRA 177, devant Valhalla.

tr s bienti j esp res, c est toujours un plaisir de faire courir une belle s rie et qui je l esp re reviendront La Trinit sur Mer plus nombreux encore



Imprimer

### Open de France et de grande Bretagne

Modeme - Modeme (8 bateaux)

Place	Pts	Num.	Bateau	Skipper	C1	C2	C3	C4	C5	C6	C7	C8	C9
1	11.00	9	JUNIOR	Gen.Jl Jm Monnard	2.00	2.00	1.00	2.00	1.00	1.00	(3.00)	1.00	1.00
2	16.00	5	VALHALLA	Gen.Jl R. Smith	1.00	3.00	2.00	1.00	3.00	2.00	2.00	(6.00)	2.00
3	26.00	8	CREAM	Gen.Jl B. Pope	4.00	(5.00)	4.00	4.00	4.00	3.00	1.00	2.00	4.00
4	31.00	7	TEMPTATION 3	Gen.Jl B. Hurrer	3.00	4.00	3.00	5.00	2.00	(6.00)	4.00	4.00	6.00
5	38.00	1	WILDCAT II	Gen.Jl A. Ash-Vie	5.00	1.00	(9.00)	6.00	8.00	4.00	6.00	5.00	3.00
6	45.00	4	RUMBLE BE	Gen.Jl C. Draeger	(8.00)	7.00	6.00	7.00	7.00	5.00	5.00	3.00	5.00
7	51.00	3	TSIGANE	Gen.Jl S. O'reill Hyland	6.00	(8.00)	7.00	3.00	6.00	7.00	7.00	8.00	7.00
8	54.00	6	ST KITTS III	Gen.Jl R. Richardson	7.00	6.00	5.00	(8.00)	5.00	8.00	8.00	7.00	8.00

Les points entre parenthèses sont des courses retirées du classement général.  
En positionnant le curseur de la souris sur les points, vous pourrez obtenir des informations.  
Les points affichés en rouge correspondent à une pénalité ou à une décision du Comité de Réclamation.



### Open de France et de grande Bretagne

Classique - Classique (1 bateaux)

Place	Pts	Num.	Bateau	Skipper
1	8.00	2	VINGT ANS APRES	P. Le Floch

*Les points entre parenthèses sont des courses retirées du classement général.  
En positionnant le curseur de la souris sur les points, vous pourrez obtenir des informations.  
Les points affichés en rouge correspondent à une pénalité ou à une décision du Comité de Réclamation.*

[Retour au menu des classements](#)

## Reports from Australia

### "Six of the best" - the Fife Six Metre One Design Class in Australia

Eighty three years ago William Fife was commissioned by William Dagg of Melbourne to design for him the latest and what he hoped would be the fastest Six Metre racing yacht that had ever been seen in Australia. Dagg was planning to win one of the most keenly contested interstate yachting trophies in Australia - the Northcote Cup. In the fickle world of yachting things rarely go to plan. In her first challenge for the Northcote Cup in January 1931 Toogooloo II lost the first heat, won the second heat, and in the deciding heat was leading on the final leg by 3/4rs of a mile. Her opponent, in fluky winds and fading light beat her to the line by 12 seconds.

This did not deter William Dagg - he challenged again and won the Northcote Cup for two contests in a row. The yachting establishment took notice of this beauti-

ful creation of William Fife. Between the wars Australians were looking for a fast one design class, and after a meeting of the Sydney Yacht Racing Association in 1934 voted to adopt the plan No 790 of William Fife as the basis for a one design class in Australia. Fife agreed to make a full set of plans available for 25 pounds per set. During the next four years a further five yachts were built off the same plans.

The outbreak of war in 1939 brought about a premature end to the one design class, and only four yachts managed to race against each other at any one time. They kept racing after the war in mixed fleets and against more modern hulls - Yeoman II - a 1937 Camper and Nicholson build was imported from England in 1947 after being bought from Owen Aisher by William Dagg. Avenger was built in Sydney in 1946 to a Bjorne Aas design.

The Australian Fife sixes differed from their European counterparts because they were all planked in Huon Pine - a Tasmanian Pine that is very slow growing and incredibly resinous. It is very resistant to rot and is virtually indestructible in saltwater. It ensures that a well built yacht will last for a century or more. All of the surviving Australian Fife sixes have retained all of their original planking.

There is something of a renaissance underway with the Six metre class in Australia. The 1937 Camper and Nicholson Yeoman 11 is nearing the end of a heroic rebuild by her owner Geoff Docker. The Fife Six metres are being rediscovered, and one by one rescued and restored. Five of the six hulls have been located. Two are currently overseas - Clipper was sailed to New Zealand in 1999 and Toogooloo 11 was sold to European owners in 2006 pending a full restoration.

Each yacht has an amazing history of racing, and ultimately most were converted into small cruising yachts. The most remarkable tale uncovered so far is the voyage of Clipper. After being converted into a cruising yacht she was sailed by her then owner Ian Balmer from Sydney via Lord Howe Island across the Tasman Sea to Auckland in New Zealand. She weathered two tropical storms whilst sheltering in Lord Howe and made the passage in 16 days of sailing. Clipper had been optimised for harbour racing and her keel profile was altered to put more lead into her forefoot. This worked around the buoys, but made her a wetter yacht in any seaway. Her owner of the time Jim Kilborn remarked that she was more like a submarine - not the ideal choice of vessel for a Tasman crossing!

Shipwright Simon Sadubin from Sydney Wooden Boats has commenced a rebuild of the 1937 built Rendezvous. She has undergone a first stage stabilisation and been put back to her open cockpit layout. She is

now sailing again under a slightly smaller cruising rig. She will be put back to her original sail plan during a second round of work. During work on Rendezvous a full set of Fife plans No 790 has been assembled with assistance from Duncan Walker of Fairlie Restorations to ensure that the yachts will be accurately rebuilt to Fife's original concept.

At the time of writing Sydney Wooden Boats have started a major rebuild of the 1934 built Sjo-Ro for owner Jeremy Arnott. The Sjo-Ro is a very intact yacht with a racing history spanning almost eight decades. She was still winning races one month before being transported to Mona Vale for a restoration that will be completed in time to celebrate her eightieth year afloat.

It is early days for the revival of Australian Fife Six metres, but many people are now interested in these yachts as a part of our yachting heritage. They have a unique position of being a true one design class. It is hoped that as many as possible of the original yachts can be restored and brought back together as a small but significant fleet. Sydney Wooden Boats would be happy to be contacted by people who can assist with information about these masterpieces from a bygone age.

Uffa Fox once commented on sailing the Fife six metre Lintie from Cowes to Burnham in a rough sea:

"I thanked Fife from my heart for designing such a well balanced vessel - a little thoroughbred"

written by Simon Sadubin 12/6/2013

From: Simon Sadubin [mailto:simon@shwb.com.au]

SYDNEY WOODEN BOATS Pty Ltd  
ABN 81 164 043 743

est 2000

93 Darley Street Mona Vale NSW 2103 Australia

Simon Sadubin shipwright 0421 545 294  
Tom Coventry carpenter 0404 885 390



1/9/2013

Dear Tim,

It was very nice to talk with you last week. As I mentioned in our telephone conversation we are pressing on with finding and restoring surviving Fife design no 790 six metre yachts which formed the basis of a one design class in Australia. I will attach a copy of the minutes of the meeting at which it was decided to establish the class. To date we have been actively restoring Rendezvous (later Georgina) - built in 1937 and Sjo-Ro built in 1934. We are working on the owner of Judith Pihl to get her back to Sydney so that we can commence a restoration. As far as we are aware five of the six originally built yachts are still in existence. Of these five, two are currently overseas - Toogooloowo 11 and Clipper.

We are hoping to restore as many as possible of the original hulls. We are quite limited in the number of six metre yachts available to restore in Australia as only a handful were built locally and only one six - Yeoman (designed and built by Camper and Nicholson) was imported from England. We realise it might not be possible to convince some of the current owners to relinquish their hulls for restoration. It is unlikely that we will get the two hulls back that have left Australia, but we will pull out all stops to try and repatriate them. Because of the unusual circumstances of the Australian one design class, yachts were built to the 1930 design as late as 1937 - after the second rule had been replaced by the third rule. These yachts were in essence "throwbacks". Our own yacht Rendezvous was one of these - launched in December 1937.

We would like to enquire about the possibility of building more hulls for the Australian One Design Class off the plans for Fife design no 790. All hulls built by us would be built as per the plans and be of plank on frame construction as per the rules for replica builds. If such yachts were built would they be able to race as legal six metres in Europe, or would only the original hulls be deemed to be legal?

It would assist as greatly if we could get a letter of endorsement from the Classic Six Metre Association Committee to allow Sydney Wooden Boats to build more yachts off the Fife plan 790 to re-establish an Australian Six Metre One Design Class. This might encourage some of the local interest., which is currently gaining momentum around these classic yachts.

Yours sincerely,

Simon Sadubin & Tom Coventry



Georgina (ex Rendezvous) prior to ist stage of restoration 2012 (we had scrubbed the hull to remove all the slime on the topsides!)



Rendezvous after being renamed and ready for relaunch once again as an open cockpit six - August 2012



Georgina ( ex Rendezvous ) sailing in Melbourne c 1958 - G.Stooke owner



Rendezvous sailing on Pittwater Dec 2012



Rendezvous sailing on Pittwater Dec 2012 - note slightly cut down cruising rig



Roger Falkner ex owner of Georgina / Rendezvous at the helm again after an absence of 45 years

## Interesting reports from the 6mJI Class in 1934 and 1935

RPAYC - Folio in Library

54

### SIX METRE CLASS

In 1934 the trade depression clouds showed hopeful signs of dispersing, and in yachting circles thoughts once more turned to the question of measures for stimulating interest in racing.

Extracts from the Club reports are illuminating:-

"A matter which has been exercising the minds of the Committees of the various Yacht Clubs for some years is the revival of interest in yacht racing, and after discussion by the delegates of the Clubs comprising the Sydney Yacht Racing Association, it was considered that for the present this object could be best achieved by recommending the adoption of a 6 metre class of yacht generally in accordance with the plans of the Fife designed 'Toogooloowoo' owned by Mr. W. Dagg of Melbourne".

"A well attended and enthusiastic meeting <sup>was</sup> held in the rooms of the Club on the 13th June under the auspices of the Sydney Yacht Racing Association, and, as the outcome of various suggestions made at the meeting, it is expected that several 6 metre yachts will be built".

"To further this object your Committee has acquired a full set of plans and specifications, which, subject to proper safeguards, are available to interested parties".

"One of these yachts is at present under construction in Tasmania for Mr. Claude Plowman, of this Club and should be seen under sail in Sydney during the forthcoming season".

From 1935 report: -

"Following the proposals mentioned in the last Annual Report for the establishment of a 6 metre class,

it is regretted that apart from Mr. Plowman's enterprise in building 'Sjo Ro' and sailing her in handicap races, nothing further has eventuated towards practical development of the class".

From later developments it would appear not unlikely that in the support which at first seemed to be forthcoming there was some misapprehension about the accommodation for cruising. Of course, as class racers the boats would be devoid of internal fittings and their suitability for conversion was thought to be doubtful.

However, two years later the number was increased to four, and it was agreed between the representatives of all States that the design of 'Toogooloowoo' and 'Sjo Ro' should be adopted for 5 years for the Northcote Cup contests.

The four 6 metre yachts which were racing in the 1937-8 Season were:-

Sjo Ro	C. Plowman
Judith Pihl	F. C. MacKillop (Purchased in Melbourne)
Era	J. L. Wilson
Clipper	D. C. Ravel (Built in Sydney).

## Reports from England

### The British Six-Metre Season 2013

The British Six-Metre season may best be described as very mixed. Although twelve British Six-Metres actually took part in races during the year, in only one regatta in the Solent did as many as five boats compete.

The Solent season began on 11th/12th May with a regatta run by the Royal Southern Y.C. off Hill Head on the North shore of the Solent. Unfortunately, although only three boats took part, Erica (Peter Andreae and Robert Laird), Abu Christian Teichmann) and Melita (David Roberts & Tim Street) the regatta was spoiled by high winds on Saturday and again on Sunday afternoon, so that only one race could be completed.

In early June, four very good Moderns, Valhalla (Paul Smith), Cream (Brian Pope & Andy Postle), Wildcat II (Andy Ash-Vie) and St. Kitts (Robin Richardson) attended the French regatta at La Trinite where the four French Moderns, Junior, Tsigane and Rumble Bee

were also joined by Beat Furrer with Temptation III. In lovely light weather an excellent and close regatta was held with perhaps the strongest Modern fleet in Western Europe since the 2008 Europeans there. The regatta was won by Junior (Yan Marilley), with Valhalla (Paul Smith) second and Cream (Brian Pope and Andy Postle) third. Sadly the next June regatta, again with the Royal Southern, had to be cancelled on both days due to bad weather.

In July two Solent regattas were held, the first based on the Royal Corinthian Y.C. and the second by the HDYC and RYS at Cowes, when four boats took part, the regatta being won by Robin Richardson in St. Kitts. During the same period, two boats went to Scotland, Valdai to attend the Mylne Regatta and Piccolo to attend the William Fife Regatta, both on the Clyde, where Piccolo (David Cockburn) was joined by Niklaus Waser who brought his 1928 Fife Fintra over from the



Bodensee. Meanwhile Monsoon (David Elliott) took part in the Cowes Classic Keelboat Regatta where she won the first prize of a half-model of Kirlo. Three boats attended the Worlds at Flensburg, Valhalla, Abu (Christian Teichmann) and Valdai, where Paul Smith in GBR 107 Valhalla finished second in the Worlds.

The final regatta of the year, which included the British Classic Championships was again held in the Solent by the Royal Southern when five boats took part, Erica (Peter Andreae & Robert Laird) winning the Classic Championship.

Tim Street / 131007

BRITISH SIX-METRE SOLENT POINT SERIES																			
No.	Name	Owner / Helmsman	May		June		July					September					Totals	Position	
			11	12	22	23	13	13	14	14	27	28	7	7	7	8			8
88	St. Kitts	Robin Richardson	CANCELLED	4	CANCELLED	CANCELLED	3	3	3	3	3/4	3/4	3/4	3/4	3/4	3/4	21.25	1	
57	Erica	Peter Andreae & Robert Laird		3/4			3	3	3	2	2	3	3	5	3	3	33.75	2	
99	Georgia	Tom Richardson		4			3	3	3	5	4	2	2	2	2	2	35.00	3	
17	Sioma II	Fenton Burgin		4			3/4	3/4	2	3/4	3	4	4	4	5	4	4	36.25	4
42	Melita	David Roberts & Tim Street		3			2	2	3/4	2	4	3	5	5	3	5	5	39.75	5
32	Abu	Christian Teichmann		2			3	3	3	3	5	4	6	6	6	6	6	53.00	6
40	Valdai	Robert Owen	4	3	3	3	3	5	4	6	6	6	6	6	55.00	7			




<p><b>Organising Authority</b></p>  <p>Royal Cornwall Yacht Club Events Ltd www.rcyc.org • 6metre2014@rcyc.co.uk</p>	<p><b>Sailing Area</b></p>  <p>Falmouth Bay</p>	<p><b>Location</b></p>  <p>Falmouth 50.158°N, 5.072°W Ferry Routes</p>
<p><b>Logistics</b></p>  <p><b>Great support facilities</b> Easy reach boat handling and storage at Falmouth Docks and Penpol Excellent range of accommodation Good road and rail links</p>	<p><b>When</b></p> <p>Warm-up Event: 6 Metre British Open Championship 16-20 July 2014</p> <p>6 Metre European Championship 21-26 July 2014</p> <p>Full social programme</p>	<p><b>BISMA</b></p> <p>British International Six Metre Association</p>  <p>Contact: Robin Richardson robin@6mr.org.uk</p> <p>www.6mr.org.uk</p> <p>www.6meuropeans14.com</p>

Photo: Kathy Mansfield

Design & Print: The Yachting Studio

# Newsletter

September 2013

Next year's dates:

Cowes Classics Week – 21-25 July 2014

## A Great Week - again

Once again, the weather gods gave us Mediterranean conditions for this year's Cowes Classics Week.

We had a record entry this year of 127 boats in 11 classes which were 12mR, 8mR, Darings (fixed design of 5.5mR), Classic Dayboats (including 6mR), Sunbeams, Squibs, Flying Fifteens, XODs, BODs, Old Gaffers and Classic Cruisers (including SCODs, and Nicholson 32s celebrating their 50th anniversary).

The fleet ranged from the elegant 12 Metres to the delightful little Howth 17s - gaff rigged with a topsail. We are reliably informed that the metre classes (12s, 8s and 6s) have not raced in the same regatta since Cowes Week 1939!



This is now a truly international

event with boats and crews coming from the US, Australia, France, Belgium and Ireland. The UK boats came from as far as Perthshire.

The largest classes were the Solent Sunbeams at 20 (celebrating their 90th anniversary), XODs at 38 and Classic Cruisers at 16.



A one off race to celebrate the Royal London Yacht Club's 175th Anniversary took place on Monday from the RLYC shoreline with 8 class starts. Each class winner received a RLYC 175 cut crystal glass and the Trinity Trophy was awarded to the Loch Long OD Tantrum helmed by Binnie Evans for his outstanding performance on corrected time in the Classic Dayboat class.

The regatta series ran from Tuesday to Friday racing mainly in the central Solent in four race areas with eight races scheduled over the four days. The fleet were racing for the splendid collection of RLYC trophies including the Queen Victoria Jubilee Cup



presented to the Club by Queen Victoria in 1886 and the Bartlett International Challenge Cup which were both first raced for in the late 1800s, and the Aitken Challenge Cup first awarded in the 1950s.

Tuesday was Royal Victoria Race Day and two races were held in a light westerly sea breeze following a

long postponement. Competitors enjoyed a reception that evening at Kendalls Fine Art Gallery followed by The Royal Victoria prize giving of lovely model classic boat hulls made by Andy Cassell of Ratsey & Laphorn sails which took place at the Cowes Corinthian Yacht Club sustained by a hog roast.



The 12mR had exceptionally close racing

Wednesday was Haines Boatyard Day and saw similar Mediterranean type high pressure weather with a late, even lighter, westerly sea breeze when only one race was achieved for the smaller boats and the fleet had to be towed back from the Bramble Bank. Haines Boatyard sponsored a reception at the Royal Corinthian that evening.

Thursday which was Harken day saw a light easterly gradient wind which the developing south easterly sea breeze killed off so racing was postponed for the day, except that the three 8ms, who either had an engine or had a support RIB in attendance, persuaded their race officer to give them some unofficial racing



Saskia - newly restored

in the eastern Solent where they found a light breeze. An excellent Regatta Dinner was enjoyed by 170 at the Royal London that evening preceded by a

reception in the Royal London garden sponsored by the Sunbeam class to celebrate their 90th Anniversary.



The last race day, Friday dawned with a good easterly breeze and racing started on time with three races being achieved for the smaller boats enabling them to catch up so a total of six races counted for the series before discard for all the classes apart from the Classic Cruisers who had four races. The Harken prizes were awarded to the winners of the first race of the day.

The official charity this year was the Andrew Cassell Foundation for Paralympic Sailing. Friday was Andrew Cassell Foundation Race Day. Just as Weymouth geared up to host the 2012 Paralympic Games, Andy announced his project to train disabled sailors with a view to preparing them for the Rio 2016 Paralympic Games, from his base on the Isle of Wight. The project is being jointly run by the Andrew Cassell Foundation, Cowes Corinthian Yacht Club and the RYA. In excess of £3500 was raised during the event for the official charity.

The Overall Prize giving took place after high tea for 180 at the Royal London and the prizes were presented by Andy Cassell and his Paralympic Sonar crew Andrew Millband and Tom Avery, one of the potential sailors in Rio.



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The Classic Cruisers were racing with us for the first time and enjoyed an excellent entry. They had four



8mCR Charm of Rhu

races, some longer than the dayboats, from the RLYC shoreline and later in the week from a Committee Boat. We were delighted to see the Classic Cruisers, Classic Dayboats and the Old Gaffers who were all racing on handicap.



The Flying Fifteens joined us for the first time with Half-Rater Winifred



Cockleshell - Winner Revival Fleet



Johnny III, a Requin came all the way from Lake Anney and will bring some friends next year



Darings cheating the tide

We are most grateful to our Sponsors who were Harken, Haines Boatyard, Winkworth, Ocean World, Red Funnel, Kendalls Art Gallery, Cowes Harbour Commission, The Yachting Studio, Ratsey & Laphorn, Classic Boat Magazine and the Solent Sunbeam Class and last but not least to the team of 50 or so volunteers from the five clubs who helped to run the event on and off the water.



A great turnout from the XODs

## 2013 PRIZE WINNERS

<b>12 Metre</b> Bartlett Cup	Italia Richard Rankin
<b>8 Metre</b> Aitken Challenge Cup	Saskia Murdoch McKillop
<b>6 Metre</b> Kirlo half model	Monsoon David Elliott
<b>Daring</b> The Loup Garou Model	Dolphin David Gower
<b>Solent Sunbeams</b> Queen Victoria Anniversary Trophy, Cowes Classics Week Cup & Mike Till Painting	Fleury Jo Burnie
<b>Nicholson 32</b> Bartlett Insignia	Hobbit Tom Robeyn
<b>SCOD</b> Phoenix Challenge Trophy	Stirling Jaik Tari
<b>Classic Cruisers</b> Danegeld Half Model	Mandamus Rod and Sue Moody
<b>Loch Long</b> Mike Till Painting	Tantrum Binnie Evans
<b>Classic Dayboat</b> Maurice Wilmot Trophy	Cockleshell Jonty Sherwill
<b>Flying Fifteen</b> Calf Cup	Vamoose Robert Salmond
<b>Old Gaffers</b> Old Gaffer Model	Aura Ian Malcolm
<b>XOD</b> Haines Boatyard Trophy	Astralita Mike Martell
<b>BOD</b> Red Funnel Plate	BOD 1 Peter Summerhayes
<b>Solent Grounding Trophy</b>	Hobbit Tom Robeyn
<b>Travellers Trophy</b> Ratsey & Laphorn Decanter	Johnny III - Aubrey Finburgh from Lake Anney in France
<b>Overall Winner</b> Harken Trophy	Solent Sunbeam Fleury - Jo Burnie

Pictures: Tim Jeffreys



## Planning for next year

As you are aware Cowes Classics Week is run by and for the competitors, hosted by the Royal London YC, assisted by the other Cowes Clubs. Each year we have held a meeting of class captains/representatives to go over any issues that arose in the current year and to discuss any new ideas or class-specific requirements for the following year

If anyone has any feedback - the class captains/rep meeting is coming up in early November, so please let your class captain/rep know.

or email [david.elliott@cowesclassicsweek.org](mailto:david.elliott@cowesclassicsweek.org)

Next year's dates:

Cowes Classics Week – 21-25 July 2014



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## Reports from Finland

### International Six Metre Finnish Fleet

#### Season 2013 Report

Season 2013 for the Finnish 6mR fleet again showed some awakening from the last WC hangover season in 2012.

The number of participating boats now up to more normal. In two regattas the fleet exceeded the magic 20+ boats number, this in the Hanko Regatta and the Finnish Championships.

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

The Finnish championships were held in Helsinki, organized by Nylandska Jaktklubben (NJK).

Third year in a row, the Finnish championship was won by Sara af Hang, owned by Kenneth Varsanpää and this year skippered by John Winqvist.

The famous Sinebrychoff Trophy (second oldest trophy, next to the America's Cup) was raced as a 3 fleetrace series qualifier. The finals were sailed as match race challenger vs. the last year's winner. Sara af Hang claimed the trophy this year.

This year Finland was represented in the World Championships in Flensburg by a fleet of 5 boats.

The Finnish 6 meter Fridolin performed well in the tricky condition and became The World Champions! The former Champion Sara af Hang finished 4th.

To be noticed is that one of the boats May Be IV arrived to the racing venue by her own sail, and did the 700M stretch back to Finland in an astonishing 5,5 days!

During the current 2013 year, a new boat could be seen racing on the Finnish/ international waters. FIN-74, Lisbeth V, is chartered from Sweden. Boat skippered by Kenneth Palmgren and his crew did well in most of the races and claimed the Ranking series 1st place.

Another interesting 6mR project saw daylight during the 2013 season

The 6Mr Renata restoring project got winds in its sail. The renovation project was launched in 2012-13. The Finland's National Board of Antiquities granted financial aid for the renovation. It was the first time the Finnish state has given financial support to a classic sailing yacht and hopefully a new era has now begun. The renovation project will be accomplished in 2016.

Renata will be used as a flagship in a project providing empowering experiences related to sailing and the sea for young people in danger of social exclusion.

#### Ranking series results 2013

1. FIN-74 Lisbeth V	59
2. FIN-72 Ara	56
3. FIN-36 Joy	53
4. FIN-12 Fridolin	52
5. FIN-51 May Be VI	49
6. FIN-50 Alibaba	44
7. FIN-38 Mariana	44
8. FIN-30 Raili	42
9. FIN-49 Sara Af Hang	39
10. FIN-43 Wire	35

a total 25 boats participating in the series

Blechingberg Sebastian <sebastian@maritim.fi>

## Information of general interest

Please see the attached, which is a photo of the restored ISMA World Cup trophy. Oliver Berking funded the re-plating of the trophy and the PSSMA will be creating a new base with plaques encircling it. The trophy was looking fairly beat up after years and years of relatively little upkeep and I hope this will look a little more presentable and indicative of a World Cup Trophy.

Best regards, Matt Cockburn

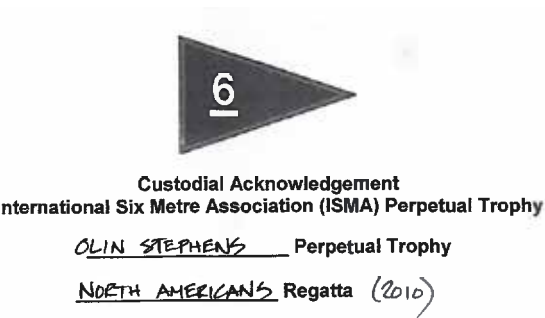


### Trophies

Thanks to Matt Cockburn, Matt Brooks and Oliver Berking we have again a complete set of ISMA trophies. This was the reason to introduce the Custodial Acknowledgement for Perpetual Trophies. This documents has to be signed by the winner and the champions Yacht Club. This makes the trophy tracable and the winner some more responsible.

### A new 6mR in the British Fleet

Photo of GBR 41 Piccolo, a 1932 William Fife III now owned by David Cockburn, which has joined the British Fleet this year from the Netherlands and took part in the Fife Regatta on the Clyde.



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

The Perpetual Trophy is to be kept at the premises of the current Champion's Yacht Club, RVYC (ROYAL VANCOUVER), and the Champion's Yacht Club is responsible for the Perpetual Trophy's safekeeping and delivery to the location of the next Regatta.

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

The Perpetual Trophy is governed by its Deed of Gift.

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

#### Receipt of Award & Delivery

Winning Yacht: SASKIA II  
 Owner/Skipper: RAINER MULLER Date: AUG. 15 / 2013

#### Champion's Yacht Club Custodial Acknowledgement

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

Champion's Yacht Club: RVYC  
 By: [Signature] Date: Aug 22, 2013  
 Title: General Manager

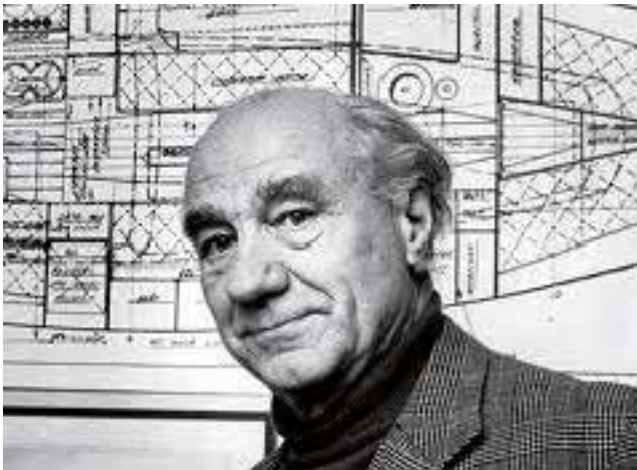


## F 20 Tara donated to the Conservatoire Maritime du Havre

Since the financial crisis of 2008, the number of classic Sixes for sale has increased annually, with many priced far above current market prices. This glut is neither beneficial to the Class nor to the boats themselves. They need to be sailed and maintained. This article recounts how one family of owners took a different approach, an approach which can only be praised for its beneficial effects on the Class, on the boat and on society at large.

The Wikipedia entry for Knud Reimers states:

"Knud Reimers was one of the most important Scandinavian yacht designers of the 20th century. He was born in Denmark and educated as a shipwright in Germany at Friedrich Krupp Germaniawerft in the 1920's, a yard building large sailing and motoryachts at the time. He worked as apprentice at Abeking & Rasmussen in Bremen-Lemwerder under the supervision of Henry Rasmussen.



Knud Reimers (1906 - 1987)

[http://en.wikipedia.org/wiki/Knud\\_Reimers](http://en.wikipedia.org/wiki/Knud_Reimers) - cite\_note-1 His first employment as a designer was in Stockholm at the firm of the famous naval architect Gustaf Estlander. When Estlander suddenly died at the age

of 54 in 1930, the 25-year old Reimers bought his design practice. He promptly sold six 22-meter skerry cruisers to the Detroit Yacht Club. He later drew plans for the great 75-meter skerry cruiser Bacchant that furthered his reputation as a designer of fast cruisers and racers. His most celebrated construction is the Tumlar-en which was designed in 1932, and became a popular class worldwide. Examples are to be found all round the Baltic, in the UK, North America and Australia."

There is a confusion as to whether Reimers designed eight or nine Sixes. The 1928 Gold Cup contender, Z 13 Antiope, currently homeported at Rolle, Switzerland, is alternatively attributed by the historical registers to Tore Holm and Knud Reimers. Given that Reimers was but 22 years old in 1928 and was still employed by Estlander, the attribution to Holm seems preferable.

F 20 Tara All eight of his Sixes still exist. Three, F 20 Tara, D 48 Hakahala and KC 26 Sira, were built before WWII in Sweden and Denmark. The five others, FRA 12 Solitarnosc, FIN 66 Bambi, OE 45 Pink Floyd, Z 39 Aramis IX and G 38 Taiaut, were all built at the Corsier Port shipyard near Geneva from 1945 to 1949. (By the way, what a fine example of the international dimension of the Class: eight boats distributed over two continents and seven different countries.)

F 20 Tara was commissioned by Henry Boyd, a member of the Cercle de Voile de Paris, in 1937 and built by the Abrahamsson & Bjersson shipyard at Trahamsen-Rams in Sweden. In 1950, she was bought by Urbain Trelu and then by M. Branellec (1975) and later Pierre-Alain Rey Grange who sold her to Jean Brunet-Moret in 1988.

For over twenty-five years, the Brunet-Moret family sailed her out of Noirmoutier, France, participating in various Atlantic coast French and European championships.



The restoration team of K 45 Kyla, ex Blue Monday

Kyla will receive a new deck, hardware, spars and sails as part of this program, most of the materials coming from donations.â

A follow-up article appeared in the 2008 issue:

ÖThe Conservatoire has received funding from local welfare agencies to re-habilitate and train a group of long-term unemployed individuals. Additional funding has been obtained from the French international construction firm, Vinci.

The funding received by the Conservatoire covers personnel costs, but not materials.

After the WC 2007, an appeal was circulated for a mast and winches. Two owners of Sixes, who prefer to stay anonymous, rapidly responded to this appeal and contributed a wooden mast and a complete set of bronze winches.

Following an appeal for sails, owners participating in the 2008 European Championships at La Trinité-sur-Mer in France literally deluged the Conservatoire with used sails.

The Brunet-Moret family has initiated the same process with its donation of Tara.

We look forward to seeing her again on the Six Metre racing circuit several years from now.



## Race Calendar 2014

Please see in [www.6metre.ch](http://www.6metre.ch).

## Closing words

We come to the end of the year. We remember a very nice summer and some spectacular events and races. Thanks again to all of you who were ready to work in the race committees and therefore made it possible for us to race. Now we will find the time to think about the next season.

But we will also have the time to answer the questionnaire. Do we need a 4th rule and how should it be worked out, so that we have always 6mJI yachts on the water?

Try to hold free some days in 2014, too. Take the time to organize your crew, the transport and check your 6mJI throughout. This way you will enjoy the time on the water next year.

Do we meet us in Falmouth for the European Championship?

I wish you a prosperous New Year and all the best for the coming season.



Beat Furrer

ISMA President and news editor

### Contributions by:

Tim Russel, Matt Cockburn, Ian Howlett, Stefan O Reilly-Hyland, Gilles Favez, Katrin Storsberg, Björn Storsberg, Stefan Metzger, Uwe Sommerwerck, Oliver Berking, Paul Smith, Thomas Kuhman, Ismo Hentula, Toby O. Rodes, Henrik Andersin, Matt Brooks, Thilo Durach, Tim Street, Belinde Diethelm, Hank Thayer, Dana Olsen, William Mathews Brooks, David Chivers, Devid Pedrik, Yann Petremand, Jean Brunet-Moret, David Cockburn, Simon Sadubin

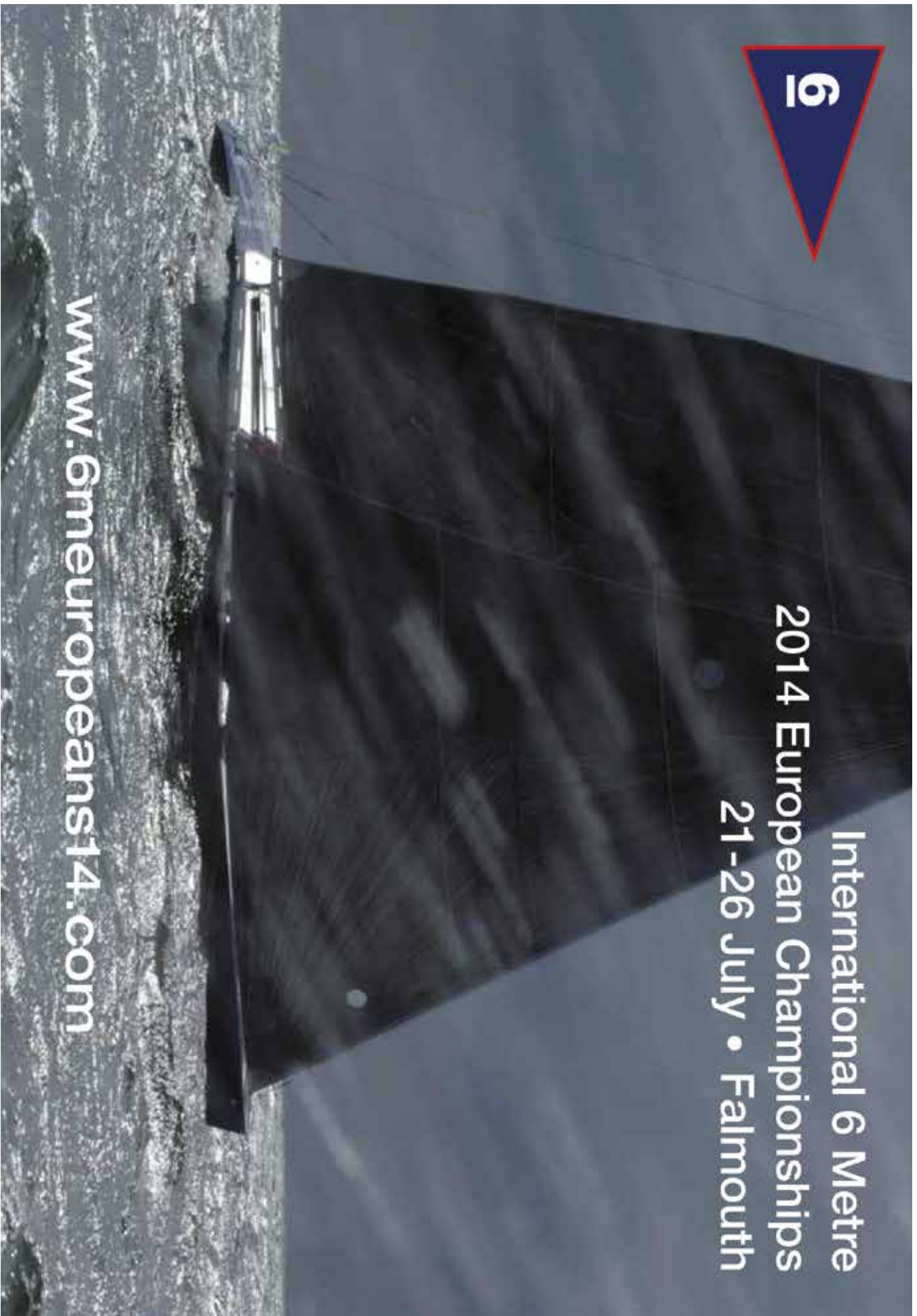
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**6**

**International 6 Metre  
2014 European Championships  
21-26 July • Falmouth**

**[www.6meuropeans14.com](http://www.6meuropeans14.com)**