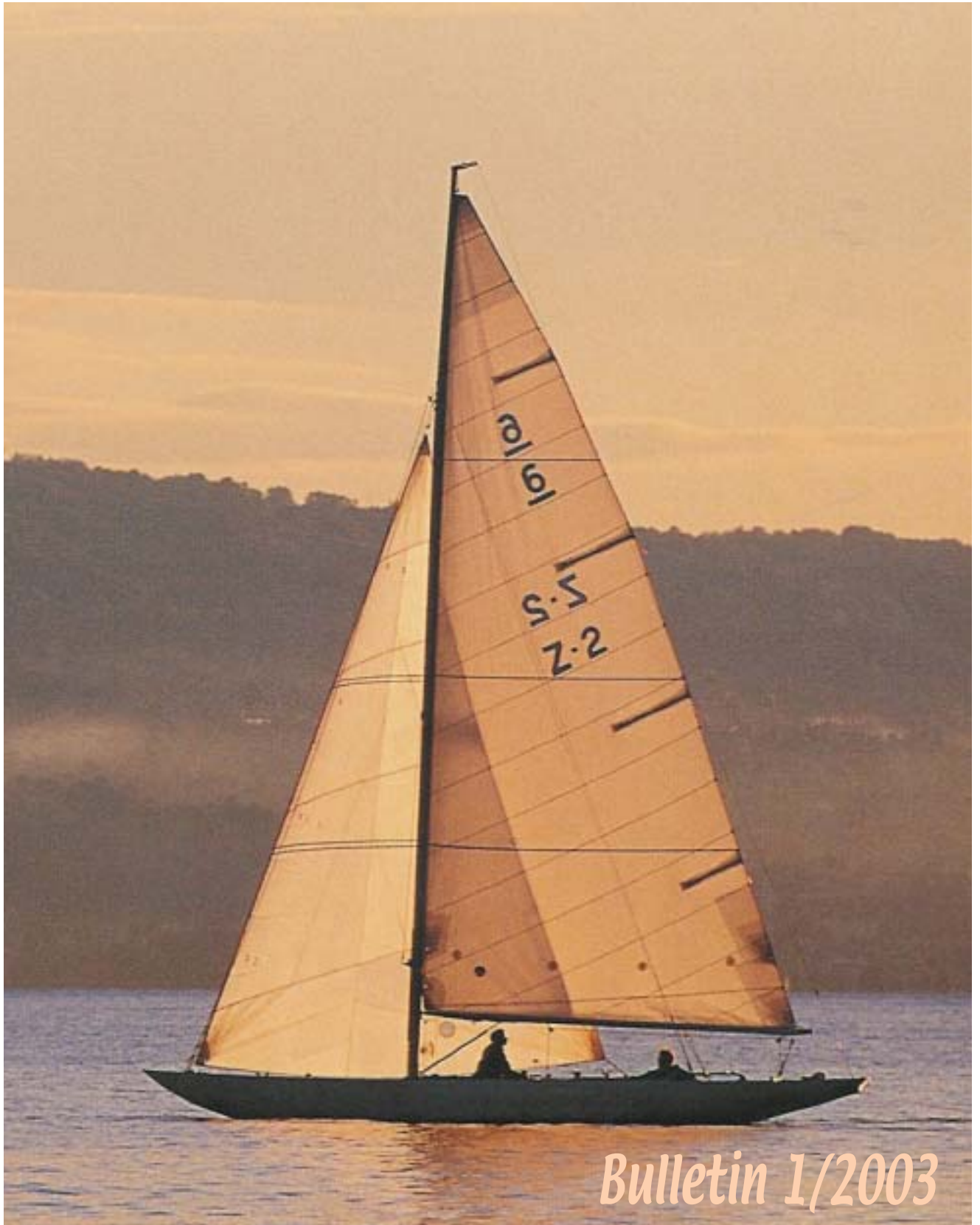


# ISMA News

International **6mJI** Association  
Bulletin Association 6mJI Suisse



Bulletin 1/2003

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# International Six Metre Association

## Official ISMA News

[www.sailingsource.com/6metre](http://www.sailingsource.com/6metre)

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

### Editorial

The season is getting off to a promising start. Switzerland, as a land-locked country, is under the spotlight of the international sailing scene with "Alinghi". Even if the success is achieved by a multinational team, winning the America's Cup will give the sport of sailing a new importance – not only in our country. Sailing has never been taken so seriously by the European media as it has been this winter.

We 6mJI sailors have a slightly more modest profile, we don't sail any "Hula", are for the most part amateurs /// and nevertheless we can take a little pride in this. The ACC Rule is not much more complex than the Meter-Class-Rule which demonstrates to us that tradition and modern do not have to be mutually exclusive. And this is something what we are experiencing particularly in our class.

Wonderful, classic 6mJI are sailing with the latest yachts on the same course. This is something we also want to foster strongly in 2003. The ISMA Committee is looking forward to lively participation in the numerous regattas and events at home and abroad. We would like to wish all fans, owners, crew-members and 6mJI friends good sailing weather, a lot of fun and pleasure with our beautiful yachts.

### Editorial

Die Saison beginnt vielversprechend. Das Binnenland Schweiz steht mit „Alinghi“ im Rampenlicht der internationalen Segelszene. Auch wenn der Erfolg eines multinationalen Team gelungen ist, wird der Gewinn des America's Cup dem Segelsport – nicht nur in unserem Land - einen neuen Stellenwert einräumen. Noch nie hat das Segeln die europäischen Medien so stark in Anspruch genommen wie diesen Winter.

Wir 6mJI Segler treten etwas bescheidener auf, fahren keine „Hula“, sind meistens Amateure.... und trotzdem dürfen wir ein wenig Stolz sein. Immerhin ist die ACC Rule weitgehend von der Meter-Class-Rule abgeleitet, was uns zeigt, dass Tradition und Moderne sich nicht ausschliessen müssen. Und gerade das leben wir in unserer Klasse eindrucklich vor.“

Wunderschöne, klassische 6mJI segeln mit modernsten Yachten auf gemeinsamem Kurs. Wir wollen dies auch 2003 intensiv pflegen. Das ISMA Comité freut sich auf eine rege Teilnahme an den vielen Regatten und Anlässen im In- und Ausland. Allen Liebhabern, Eignern, Crewmitgliedern und 6mJI Freunden wünschen wir guten Wind, viel Spass und grosse Freude an unseren schönen Yachten.

### Editorial

*La saison commence, pleine de promesses. La petite Suisse sans côtes ni plages se dresse sous les feux de la rampe au coeur de la scène internationale de la voile. Même lorsque le succès est le fait d'un team multinational, la victoire dans la Coupe de l'America ravive - et pas seulement dans notre pays - l'importance des sports de voile. Les media européens n'ont jamais comme cet hiver autant été accaparés par la voile. Nous autres navigateurs de 6mJI, qui nous tenons modestement, n'avons pas de "Hula" et sommes en grande majorité des amateurs. Nous pouvons tout de même être un peu fiers. Dans l'ensemble, la formule de jauge des Class America n'est pas tellement plus compliquée que celles des séries métriques qui montrent que tradition et modernisme sont compatibles. Et nous le vivons intensément dans notre propre série.*

*De superbes 6mJI classiques naviguent sur les mêmes parcours que les unités les plus modernes. Nous désirons cultiver cela intensément en 2003 aussi. Le Comité de l'ISMA se réjouit de l'importante participation aux nombreux événements et régates nationaux et internationaux. A tous les amoureux, les propriétaires, les équipiers et les amis des 6mJI, nous souhaitons beaucoup de joie et de plaisir avec nos magnifiques bateaux.*

## *President's message*

**Dear Friends of the Class,**

**I am glad to announce that the World Cup Deed of Gift has now been revised following a mail vote. You will find the new Deed in this magazine.**

**This is not to say that the new Deed is perfect. There are certainly further changes and clarifications to be made in order to adapt it to the current needs of the Class.**

**In particular, it seems to me that it is now time to acknowledge the dynamism of the Classics and to define the extent to which they can be renovated and modernised without creating unfair advantage in racing.**

**I hope that there will be a fruitful exchange of ideas at the next General Meeting in St. Tropez.**

**In the meantime, I encourage all of those who have ideas on the subject to circulate their proposals.**

**I look forward to seeing many of you at St. Tropez.**

**Bernard Haissly**



Fleau SUI 77 ©patricia.lascabannes

## *Bericht des ISMA Präsidenten*

Der Präsident freut sich darüber, dass die *World Deed of Gift* nach der mail-Abstimmung nun revidiert ist. Er nimmt die Bewegung in den Classics zur Kenntnis und schlägt vor, dass wir an der Jahresversammlung in Saint Tropez Lösungen finden, welche aufzeigen wie Classics renoviert und modernisiert werden dürfen, ohne dass Ungerechtigkeiten im Regattafeld auftreten.

Er freut sich viele von uns in Saint Tropez wieder zu sehen.

## *Message du Président*

*Le President confirme que le World Deed of Gift est révisé après la votation par mail. Il prend note du dynamisme dans les Classics et propose que lors de la séance annuelle ISMA à Saint Tropez seront discutés les limites de rénovation et modernisation pour éviter des injustices dans le régates.*

*Il se rejuit de rencontrer beaucoup entre nous à Saint Tropez.*

## Official ISMA News

This Winter our President worked on the new formula for the World and European Championships, proposed at the ISMA Meeting 2002 and accepted in principle, submitted it to the Committee for a vote and sent it out to the fleets for their comments within the framework of an e-mail vote. The decisions were taken. We can present our readers with the original texts:

Diesen Winter hat unser Präsident die am ISMA Meeting 2002 vorgeschlagene und im Grundsatz angenommene neue Austragungsformel für die Welt- und Europa-Meisterschaften ausgearbeitet, im Comité zur Abstimmung gebracht und im Rahmen einer e-mail Abstimmung den Flotten zur Stellungnahme unterbreitet. Die Entscheide sind gefallen. Wir können unseren Lesern die Originaltexte vorlegen:

*Cet hiver, notre président a mis au point le mode d'organisation et de déroulement pour les Championnats d'Europe et du Monde qui avait été présenté et accepté dans son principe lors de l'Assemblée 2002 de l'ISMA. Ce document a été présenté à l'approbation du Comité, puis par e-mail aux différentes flottes pour qu'elles prennent position. La décision est rendue, nous pouvons en donner la teneur originale à nos lecteurs :*

### World Championship Rules

Dear All, this is to advise you of the results of the mailing vote organized on the revision of the World Cup Deed of Gift. The votes are as follows:

FOR		AGAINST	
UK	14	FIN	15
CH	8	SWE	8
F	1		
MONACO	1		
USA	3		
TOTAL	27		23

The draft as sent to you on 14 February 2003 is therefore accepted. It is agreed by all of us that this revision is not the end of the discussion. I therefore request all Fleet that have further proposals to present a submission to the next AGM at St. Tropez on 17 June 2003. In order to comply with our By-Laws and to provide for a fruitful discussion, may I ask those concerned to circulate their proposals one (1) month in advance.

Regards,

Bernard Haissly

The WCR will be applied in St. Tropez itself and then discussed with the participants at the Annual Meeting and, if necessary, improved.

Die WCR kommen bereits in St. Tropez zur Anwendung und werden dann am Jahresmeeting mit den Teilnehmern diskutiert und allenfalls verbessert.

*Les nouvelles règles de Championnat seront déjà appliquées à St.-Tropez, puis commentées avec tous les participants lors de l'Assemblée Annuelle et éventuellement améliorées.*



World Deed of Gift, 14.01.1999  
 SIX METRE INTERNATIONAL RULE WORLD CUP TROPHY  
 The International Six Metre Association  
 ISMA  
Deed of Gift  
 Puget Sound Six Metre Association 1973  
**Revised 1991, 1997 and 2002**  
 PREAMBLE

The purpose of this Deed of Gift is to maintain trophies fitting and emblematic of the World Championship for the International Six Metre Class, and to ensure fair racing for all competitors.

PROVISIONS

1. THE TROPHIES

- A. The perpetual World Cup Trophy was donated in 1973 jointly by the Puget Sound Six Metre Fleet and the Port of Seattle. The World Cup Trophy is composed of the following silverplate items:
- a) a large bowl inscribed "Six Metre World Cup"
  - b) a matching waiter, and
  - c) five matching serving cups inscribed with the names of the first championship crew to win the Trophy when dedicated in 1973.

The Trophy is to be kept at the premises of the current champion's yacht club, which is responsible for the Trophy's safekeeping, the engraving for its champion's year, and delivery to the location of the next World Cup.

- B. The DJINN Trophy was donated in 1979 to honour the memory of Harry Morgan, who owned US 81 *DJINN*. The DJINN Trophy will also be governed by this Deed of Gift. The Trophy shall be awarded to the winning Classic at the World Cup. The Trophy is to be kept at the premises of the current champion's yacht club, which is responsible for the Trophy's safekeeping and delivery to the location of the next World Cup. In addition, winners of the DJINN Trophy shall receive a memento plaque depicting *DJINN*, which they may keep.
- C. The KSSS Cup: The Classic Six Metre World Cup Trophy donated by KSSS (Royal Swedish Yacht Club) will also be governed by this Deed of Gift. The Trophy shall be awarded to the highest placing Classic built to the First (1907-1919) or Second (1919-1933) International Rule.

2. THE ADMINISTRATIVE AUTHORITY

The International Six Metre Association (ISMA) will administer the trophies and the World Cup competition as stated in this Deed of Gift. If the provisions of this Deed are not fulfilled, Trophies shall not be awarded.

2.. THE TRUSTEES AND GUARDIAN

The Puget Sound Six Metre Association shall act as Trustee for and Guardian of the World Cup Trophy and the DJINN Trophy. If the Trophies are not raced for as provided by this Deed of Gift, or if ISMA does not schedule the required competition, the Trophies are to be returned to the Puget Sound Six Metre Association which shall endeavour to maintain the Trophies. Under the same circumstances, the KSSS Cup shall revert to its owner, the Royal Swedish Yacht Club.

3. THE RULES

The following documents in their most recent revision shall govern the competition:

- a) This Deed of Gift
- b) The current ISAF Racing Rules of Sailing
- c) The International Six Metre Class Rating Rules
- d) The International Six Metre Association Class Rules
- e) The Organising Authority's Notice of Race, as approved by ISMA
- f) The Organizing Authority's Sailing Instructions, as approved by ISMA

## 5. THE COMPETITION

- a) There will be a minimum of 18 months and a maximum of 36 months between competitions.
- b) The venue of regattas shall alternate between continents and nations.  
The venue and date of the Championship shall be determined by a majority vote at the General Meeting of ISMA or through a mail vote in accordance with the By-Laws of ISMA.
- c) The venue and date of the Championship shall be published with six months' prior notice in the ISAF Events Calendar. The Organising Authority shall be responsible for registering the Championship with ISAF.
- d) The Championship shall be open to all yachts of the International Six Metre Class holding a valid Certificate of Rating. If agreed by the Organising Authority and by ISMA, yachts which do not hold valid certificates but which have not undergone hull modification or ballast changes may be allowed to enter in order not to exclude older yachts suffering from hull deformation or water retention.  
All measurement certificates shall be posted for the duration of the regatta.
- e) All entrants shall be members of the International Six Metre Association having paid their membership.
- f) The Championship shall be valid if at least fifteen yachts, representing at least four nations are entered.
- g) The Championship shall be sailed in two classes – Modern and Classic – with two different scores and the champion shall be the yacht with the best score. There will be two starts if the total number of entrants exceeds fifteen.
- h) All yachts are to be weighed and flotation observed in the prescribed trim, her sails measured, and further inspection of measurement as the Jury or the measurer shall deem fit. All required hull and spar measurement marks must be affixed to the yacht.

## 6. RACE SCHEDULE

- a) The Championship shall be sailed over seven days according to the following schedule:

Day 1	Friday	Boat measurement + Practice day
Day 2	Saturday	Boat measurement + Practice day + Welcome ceremony
Day 3	Sunday	Boat measurement + Skippers meeting + Race 1
Day 4	Monday	Race 2 + Race 3
Day 5	Tuesday	Race 4 + Race 5
Day 6	Wednesday	Race 6 + Race 7
Day 7	Thursday	Race 8 + Lifting yachts + Prize-Giving Ceremony
- b) A maximum of eight races will be sailed. Five races shall be completed to constitute a valid championship.
- c) Three races may be sailed on Day 6 in order to achieve a minimum of five races on that day.
- d) If five races have already been sailed, no start shall be given on Day 7 after 12h00. In case of a general recall before 12h00, a time extension shall apply.
- e) It will be the responsibility of the Organizing Authority to organise practice races on Day 1 and Day 2, either directly or in cooperation with another yacht club in the vicinity.

## 7. THE COURSES

- a) There shall be two courses as follows:  
Course A: three windward legs and two leeward legs of approximately 2 nautical miles each.  
Course B: two windward legs and two leeward legs of approximately 2 nautical miles each, with a finish at the leeward mark. Course B shall be used for the first race of the day when a second race is scheduled for the same day.
- b) The Organizing Authority may, with the approval of ISMA, use modified courses to suit local conditions.
- c) The sailing instructions shall prescribe that RR 32.1(c) is deleted and that the second sentence of RR 33 is deleted.

## 8. TIME LIMIT

**There shall be a time limit of 50 minutes for Moderns and 55 minutes for Classics to complete each leg or the race shall be abandoned. The time will be measured as the elapsed time between the first roundings of the two marks defining a leg, by any yacht. All yachts finishing the race within the time prescribed or within one hour after the first yacht to finish shall be scored. All others shall be scored DNF.**

9. CREW

- a) Each boat shall file a crew list of maximum six persons prior to the first race.
- b) Substitutions of crew shall only be allowed in special cases and subject to approval by the International Jury.

10. RACE COMMITTEE/INTERNATIONAL JURY

The Organising Authority shall publish a notice of race and, in accordance with RRS 87.2 & 89(c) appoint a Race Committee and an International Jury, after having consulted with ISMA.

11. ADVERTISING

The class is subject to ISAF advertising code, category “C” in accordance with Appendix 1, Regulation 20.3.2 (b) & 20.4.5.

12. REVISIONS TO THIS DEED OF GIFT

Sections 5 to 9 of this Deed of Gift can be revised by a vote of ISMA made in accordance with its By-Laws. The Trustees shall have the right to oppose any change if they feel that the amended Deed would no longer ensure a fair and worthy competition.

Other Sections may be amended by mutual agreement between the Trustees and ISMA.



[Battlecry@patricia.lascabannes](mailto:Battlecry@patricia.lascabannes)

A number of questions also concerned the advertising on the 6mJI yachts. The following rules currently apply:

Mehrere Fragen haben auch die Werbung auf den 6mJI Yachten betroffen. Zur Zeit ist die nachfolgende Regelung gültig:

*De nombreuses questions touchent aussi à la publicité sur les 6mJI. La réglementation suivante est pour le moment en vigueur :*



## Werbung

### ADVERTISING RULES OF THE SIX METRE CLASS

#### GENERAL

The general meeting held in Rungsted, Denmark, on August 9<sup>th</sup>, 2002 decided unanimously to allow advertising on the Six Metres.

The intention of the Advertising Rules is to increase the activity in the class by allowing commercial support of building of new yachts and international racing with the objective to keep and improve the status of the Six Metre as an International Class according to the ISAF-regulations.

The intention is also to keep the image and beauty of the yacht with its clean hull and sails and therefore only allow advertising as described below.

Only a General Meeting according to the Deed of Gift can make changes of these Rules.

Any intentional or unintentional misinterpretation of intentions of the Rules will be evaluated and judged by the Board of ISMA.

The owners of the yacht shall have in mind to try to choose sponsors, which will well fit onto and improve the image of the class and in that respect attract yachtsmen and organisations to the Six Metre Class.

#### ADVERTISING RULES FOR THE SIX METRE CLASS:

Advertising is allowed as ISAF Advertising Code, 20.3.1 (b) Category C and the following maximum level:

- 1) On spinnakers
- 2) On the transom of the yacht
- 3) On flags hoisted on the forestay when moored
- 4) One flag of an event sponsor may be hoisted on the backstay not higher than 6 feet over the waterline. The size of the flag shall not exceed one times two foot.

A yacht may not be named with an advertising name as defined in ISAF Advertising Code, R. 20.



New Rig for SUI 113 Temptation II

## Notices from the ISMA Office

The ISMA Secretariat has been organised. Its key task is to have an up-to-date overview of the 6mJI class which is spread throughout the world. There is a need to know which of the criteria "classic", "modern" as well as "active regatta sailing", "with measurement letter" or "not measured" and "out of service" apply to every 6mJ. Equally, the registered names and national numbers must be recorded.

As the ISMA Secretary I call on those in positions of responsibility within the respective national organisations to also assist me in this matter in view of their responsibility to the ISMA.

The national 6mJI associations are members of the ISMA. There are also individual memberships held by owners from countries that do not have a national association. These owners are also asked to contact the ISMA Secretary.

Another reason why the ISMA must have an up-to-date list of the 6mJI is the requirements demanded by the ISAF of the ISMA. In addition to the membership fee, the class fee, a registration fee for new boats, is collected by the ISMA. The class fee must be paid by the client or the yacht builder. The fee is approx. € 500.- per unit. The ISMA Secretariat must be informed of new builds. There is a set of rules that governs the relationship between the ISAF and the ISMA. We want to maintain the international status of our 6mJIs and ask for your co-operation in this respect.

The ISMA Yacht Index will also simplify the voting which is currently being revised in connection with the Deed of Gift for the World Cup or European Championships.

The ISMA Board also notes that the national associations are members of the ISMA and their voting rights are determined by their number of paying members.

The ISMA Treasurer's Office has been re-organised. The ISMA Board has set up a € account.

The ISMA bank account details are as follows: Credit Suisse, CH 8401 Winterthur / Switzerland, number: 0553-595-984-52-1, the payee: ISMA

The World Cup will be taking place in Saint Tropez in June. Only ISMA members who have paid their annual contribution into the ISMA account by no later than the 31<sup>st</sup> May 2003 will be entitled to take part. It will not be possible for contributions to be collected at Saint Tropez.

At the Annual General Meeting the ISMA Treasurer will be presenting the 2002-2003 annual accounts and submitting to the Race Management a list of the 6mJIs not entitled to participate.

The ISMA is working for the continuation and development of the class on an international level. It also offers information in the ISMA News and on the ISMA website.

The modest annual contributions should therefore be seen as a commitment for every owner, including those who do not actively participate in international regattas.

In view of the coming ISMA Meeting in Saint Tropez I suggest the following:

**The national 6mJI associations are under an obligation to collect the membership contributions, maintain the list of members and the yacht register and to pay the ISMA the stipulated annual contribution.**

### ISMA 2004 annual contributions from the national 6mJI associations.

Individual member		Euros	70.-
National association	up to 5 members	Euros	330.-
National association	6 to 10 members	Euros	600.-
National association	11 to 15 members	Euros	800.-
National association	16 to 20 members	Euros	1'110.-
National association	11 to 15 members	Euros	1'500.-

I would ask you to comply with these requests and requirements promptly; this is the only way that my work in your interest can be carried out to meaningful effect.

Winterthur, March 2003

ISMA Office Secretary and Treasurer  
Peter Müller

## Nachrichten aus dem ISMA Sekretariat

Das ISMA Sekretariat ist organisiert. Wichtigstes Anliegen ist es eine aktuelle Übersicht der weltweit verbreiteten 6mJI Klasse zu haben. Die Kriterien „classic“, „modern“ aber auch „aktiv regattierend“, „mit gültigem Messbrief“ oder aber „nicht vermessen“ und „ausser Betrieb“ sollen für jeden 6mJ bekannt sein. Gleichermassen müssen die registrierten Namen und die nationalen Nummern erfasst werden.

Als ISMA Sekretär rufe ich die Verantwortlichen in den jeweiligen nationalen Vereinigungen auf, mir in dieser Sache behilflich zu sein, dies auch deshalb, weil sie gegenüber der ISMA verantwortlich sind.

Die nationalen 6mJI - Vereinigungen sind Mitglieder der ISMA. Daneben bestehen Einzelmitgliedschaften von Eignern aus Staaten, die nicht über eine nationale Vereinigung verfügen. Auch diese Eigner sind gebeten sich an den ISMA Sekretär zu wenden.

Ein weiterer Grund, weshalb die ISMA eine aktuelle Liste der 6mJI haben muss, sind die Forderungen der ISAF an die ISMA. Neben der Mitgliedschaft wird die Class Fee, eine Registrationsgebühr für Neubauten, bei der ISMA eingefordert. Die Class Fee hat der Auftraggeber oder der Yachtbauer zu erfüllen. Sie beträgt ca. 500.- pro Einheit. Das ISMA Sekretariat muss über die Neubauten informiert sein. Das Verhältnis zwischen der ISAF und der ISMA ist geregelt. Wir wollen den internationalen Status unsere 6mJI erhalten und bitten um Ihre Mitarbeit.

Das ISMA Yachtverzeichnis erleichtert auch die Abstimmungen, wie sie im Zusammenhang mit dem Deed of Gift für die World Cup oder European Championships zur Zeit in Überarbeitung sind.

Das ISMA Board hält zudem fest, dass die nationalen Vereinigungen Mitglieder der ISMA sind und sich ihr Stimmrecht nach der Anzahl ihrer zahlenden Mitglieder ist.

Die ISMA Kasse wurde neu organisiert. Das ISMA Board hat ein 8 Konto eingerichtet.

Das ISMA Bankkonto lautet

Credit Suisse, CH 8401 Winterthur / Switzerland, die Nummer: 0553-595-984-52-1, der Begünstigte: ISMA

Im Juni findet der World Cup in Saint-Tropez statt. Es sind nur ISMA Mitglieder startberechtigt, die ihren Jahresbeitrag bis spätestens am 31. Mai 2003 auf das Konto der ISMA einbezahlt haben. Ein Inkasso in Saint-Tropez ist ausgeschlossen

An der Generalversammlung legt der ISMA Kassier die Jahresrechnung 2002-2003 vor und wird der Wettfahrtleitung eine Liste der nicht startberechtigten 6mJI übergeben.

Die ISMA arbeitet für den Fortbestand und die Entwicklung der Klasse auf internationaler Ebene. Sie bietet auch Informationen in den ISMA News und der ISMA website.

Die bescheidenen jährlichen Beiträge sollten deshalb auch für jene Eigner eine Verpflichtung darstellen, die nicht aktiv an internationalen Regatten teilnehmen.

Im weiteren unterbreite ich zu Handen der Jahresversammlung 2003 in St. Tropez folgenden Vorschlag:

Die nationalen 6mJI Vereinigungen sind verpflichtet, die Mitgliederbeiträge einzuziehen, die Mitgliederliste und das Yachtregister zu führen und den festgelegten Jahresbeitrag an die ISMA zu entrichten.

ISMA Jahresbeiträge ab 2004 der nationalen 6mJI Vereinigungen

Einzelmitglieder		Euro	70.-
Nationale Vereinigung	bis 5 Mitglieder	Euro	330.-
Nationale Vereinigung	6 bis 10 Mitglieder	Euro	600.-
Nationale Vereinigung	11 bis 15 Mitglieder	Euro	800.-
Nationale Vereinigung	16 bis 20 Mitglieder	Euro	1'110.-
Nationale Vereinigung	21 bis 30 Mitglieder	Euro	1'500.-

Ich bitte Sie, meinen Wünschen und Aufforderungen zeitgerecht nachzukommen und zum unterbreiteten Vorschlag Stellung zu nehmen; nur so ist meine Arbeit in Ihrem Interesse sinnvoll.

Winterthur, März 2003

ISMA Office Secretary and Treasury

Peter Müller

## Informations du secrétariat de l'ISMA

Le Secrétariat de l'ISMA est organisé. Son besoin le plus important est d'établir une vision actuelle de la situation de la Série en l'élargissant à tous les continents. Des critères tels que « classique » ou « moderne », « actif en régates », mais aussi « jauge valablement » ou encore « sans certificat de jauge » et « hors service » devraient être connus pour chaque 6mJI. De la même manière, des registres nationaux des noms recensés et des numéros de voile doivent être établis.

En tant que Secrétaire de l'ISMA, je demande aux responsables de toutes les associations nationales de m'assister dans cette tâche, ce d'autant qu'ils sont, eux aussi responsables devant l'ISMA.

Les Associations nationales de 6mJI sont aussi membres de l'ISMA. Il y a également, en parallèle, des propriétaires membres individuels dans des pays qui ne disposent pas d'une Association nationale. Ces propriétaires sont également priés - et bienvenus - de s'adresser au secrétaire de l'ISMA.

Une autre raison pour laquelle l'ISMA a besoin d'une liste actualisée des 6mJI réside dans les exigences de l'ISAF à son égard. En effet, en plus des cotisations, une taxe de Série est réclamée à l'ISMA pour les frais d'enregistrement des nouvelles unités. La taxe de Série est à la charge du nouveau propriétaire ou de son constructeur. Il s'agit d'une somme d'environ ₣ 500.- par unité. Le Secrétariat de l'ISMA doit être informé des nouvelles constructions. Les relations entre l'ISAF et l'ISMA sont réglementées. Nous voulons maintenir le statut international de nos 6mJI l'ISMA et avons pour cela besoin de votre active collaboration.

L'inventaire des bateaux de l'ISMA simplifie également le calcul des scrutins relatifs aux « Deed of Gift » de la Coupe du monde et des Championnats d'Europe tels qu'ils sont actuellement modifiés.

Le Comité de l'ISMA rappelle donc avec insistance à ce propos que les Associations nationales sont membres de l'ISMA et que leur droit de vote est en fonction du nombre de leurs adhérents.

La trésorerie de l'ISMA a été récemment réorganisée et le Comité a ouvert un compte en Euros auprès du Crédit Suisse, Winterthur, comme suit :

Bénéficiaire ISMA            Compte numéro : 0553-595-984-52-1

La Coupe du Monde a lieu en Juin à St.-Tropez. Seuls seront autorisés à prendre le départ les membres de l'ISMA qui auront acquitté leur cotisation annuelle au plus tard le 31 mai 2003 sur le compte de l'ISMA. Aucun encaissement ne sera effectué à St.Tropez.

Le caissier de l'ISMA présentera les comptes 2002-2003 lors de l'Assemblée Générale. A cette occasion, il remettra au Comité de Course une liste des 6mJI non autorisés à prendre le départ.

**L'ISMA travaille pour le maintien et le développement de la Classe au niveau mondial. Elle fournit aussi des informations dans le ISMA News et sur son site WEB. De ce fait, les modestes cotisations annuelles devraient être considérées par tous, y compris ceux qui ne prennent pas part aux régates internationales, comme une incontournable obligation.**

En vue de l'assemblée générale de ISMA 2003 à Saint Tropez je vais soumettre la proposition suivante:

Les Associations nationales de 6mJI ont l'obligation d'encaisser les cotisations, de tenir à jour la liste des membres et des bateaux ainsi que de verser à l'ISMA les contributions annuelles prévues.

Contributions annuelles des 2004 des Associations nationales de 6mJI :

Membre individuel		Euro	70.—
Association nationale	jusqu'à 5 membres	Euro	330.—
Association nationale	de 6 à 10 membres	Euro	600.—
Association nationale	de 11 à 15 membres	Euro	800.—
Association nationale	de 16 à 20 membres	Euro	1.100.—
Association nationale	de 21 à 30 membres	Euro	1.500.—

Je vous remercie de répondre dans les délais à mes souhaits et à ces demandes pressantes. En plus veuillez-bien réfléchir sur ma proposition concernant les cotisations ISMA. Ce n'est qu'ainsi que mon travail prend son sens, dans l'intérêt de tous.

Winterthur, mars 2003-03-18

Le Secrétaire du bureau de l'ISMA et Trésorier

Peter Müller



## 6mJI World Championship in St. Tropez 2003

And since we are already talking about regattas we also wouldn't want to fail to mention the excellent participation at the 2003 WC. Up to the editorial closing date 14 classic and 16 modern 6mJI yachts have registered. The event will be truly spectacular! For further registrations and all details please go to: [www.yacht-club-st-tropez.com](http://www.yacht-club-st-tropez.com) We would have up to 40 entries !



Elisabeth X NOR 80

Und wenn wir schon bei Regatten sind, möchten wir auch die hervorragende Beteiligung an der WM 2003 nicht unerwähnt lassen. Bis zum Redaktionsschluss sind 14 Klassische und 16 Moderne 6mJI Yachten eingeschrieben. Der Anlass wird äusserst spektakulär ! Weitere Einschreibungen und alle Details unter: [www.yacht-club-st-tropez.com](http://www.yacht-club-st-tropez.com) Unser Ziel: 40 Yachten am Start !

*Et puisque nous en sommes déjà aux régates, nous ne pouvons omettre de vous informer sur la participation exceptionnelle au CM 2003. Jusqu'à la mise sous presse 14 Classiques et 16 Modernes se sont d'ores et déjà inscrits. Ce sera un événement très spectaculaire ! Les inscriptions sont naturellement toujours ouvertes sur le site : [www.yacht-club-st-tropez.com](http://www.yacht-club-st-tropez.com). Notre but : 40 yachts au départ !*



Régates à Cannes en  
1993 © Patricia  
Lascabannes



## Ski Yachting 2003 in Cannes

We have been informed that the Yacht Club Cannes is inviting 6mJI yachts to participate at this famous Easter Event. See all informations in [www.6metre.ch](http://www.6metre.ch).

Unfortunately only 3 yacht have announced their participation. It's GBR „Lion“ and „Thisbe“ and SUI „Temptation II“. It's not enough ! We hope very much to have more owners coming to Cannes. It's only this way to have our own start.

Leider sind erst 3 Yachten zum Ski Yachting gemeldet. Das ist ungenügend und wir hoffen, dass sich weitere 6mJI anmelden, damit wir als Klasse gestartet und gewertet werden.

*Malheureusement il y a que trois 6mJI qui se sont inscrits pour le Ski Yachting. Nous espérons que d'autres propriétaires se décident de s'inscrire pour que nous serions traité comme classe.*



Japo on TOY, FIN 44, the Classic World Champion 2002 in action  
These are pictures which we need from our events .... what a feeling in a cold winter-day

## Perpetual Trophys for Classics Wanderpreise für Classics Challenge pour les Classiques

We are pleased to report on the initiative of our colleague Hans J. Oen, who has proposed that measurement rule 1. and 2. be taken into account for the grading within the classical yachts at the World and European Championships. To prevent this just remaining pure words ?? he is simultaneously providing 2 Wanderpokale which will be awarded for the first time at the 2003 World Championships in St. Tropez. We would like to let you know, dear readers, the wording of his proposal and some of the reactions to it.

Wir berichten gerne von der Initiative unseres Kameraden Hans J. Oen, welcher vorschlägt, dass bei der Wertung innerhalb der klassischen Yachten an den Welt- und Europameisterschaften auf die 1. und 2. Vermessungsregel Rücksicht genommen werden soll. Damit dies nicht nur Worte bleiben, stellt er gleich 2 Wanderpokale zur Verfügung, die erstmals an der Weltmeisterschaft 2003 in St. Tropez vergeben werden.

Den Wortlaut seines Vorschlags und einige Reaktionen darauf wollen wir Ihnen, geschätzte Leser, nicht vorenthalten.

*Nous avons le plaisir de faire part de l'initiative de notre ami Hans J. Oen, qui propose que lors de la jauge des Classiques aux Championnats du Monde et d'Europe, les règles de mesure 1. et 2. soient prises en considération. Afin que ceci ne soit pas que des mots, il met à disposition deux trophées perpétuels qui seront mis en jeu et distribués pour la première fois au Championnat du Monde de St.-Tropez. Nous ne résistons pas à vous communiquer la teneur de sa proposition et de quelques réactions :*

MESSAGE FROM HANS J. OEN:

HELLO

THOSE OF YOU WHO ATTENDED THE EUROPEAN CHAMPIONSHIP IN RUNGSTED LAST AUGUST, NO DOUBT OBSERVED THE GREAT EFFORTS MADE BY OWNERS OF SOME BEAUTIFUL BOATS DESIGNED TO THE 2ND RULE.

IT IS OBVIOUS THAT THESE BOATS UNDER NORMAL CIRCUMSTANCES, CANNOT COMPETE ON AN EVEN BASIS WITH THEIR YOUNGER SISTERS.

IT IS HOWEVER, EXTREMELY IMPORTANT FOR THE 6MR CLASS IN GENERAL AND FOR THE CLASSICS IN PARTICULAR, THAT THE OWNERS OF THE OLDER BOATS ARE WILLING AND INTERESTED IN SUPPORTING THE CLASS THE WAY THEY DO BY PARTICIPATING IN MAJOR CHAMPIONSHIPS. I AM THEREFORE, STARTING WITH THE WORLD CUP IN ST.TROPEZ, JUNE '03, HAPPY TO ANNOUNCE THAT A PERPETUAL TROPHY WILL BE AWARDED TO THE BEST BOAT IN FLEET, BUILT TO THE 1ST. OR THE 2ND „R“ RULE.

Some days later: WE HAVE ALREADY EARMARKED THE TWO PERPETUALS FOR THE WORLDS AND WILL NOT HAVE ANY PROBLEMS FOR THE EUROPEANS SO THIS IS DEFINITE.

BEST REGARDS

HANS J. OEN      email: [midocean@worldnet.att.net](mailto:midocean@worldnet.att.net)

First reaction to the PERPETUAL presentation of Hans J. Oen:

Hello everybody and happy new year!

This is great news and I am happy all the efforts taken by the owners of these beautiful boats will be this way formally appreciated. It's in most cases a clear fact that the first generation boats cannot beat the latest classics having been tuned to their absolute best performance with modern rigging and sails as well. But hopefully all owners of all the different boats will be motivated to take part in our international events in the future, in the spirit of the unique history of our class and enjoying the great sailing and social events together.

Thanks to Hans and the ISMA board for taking this initiative!

Kind regards,  
Eero Lehtinen



„TOY“ FIN-44

## 6mJI classic subcommittee

Dear Sixmetre friends,

There are some open issues regarding classic yachts that should be discussed and dealt with as our ISMA President Mr Bernard Haissly has stated. On one hand these questions are by nature related only to classic yachts by definition but on the other hand the discussion should be open to all sixmetre friends and interested parties. The classic subcommittee has created a classic website ([www.classic6metre.info](http://www.classic6metre.info)) which is providing a platform for discussions regarding following issues:

### What is a Classic Six Metre or is not a Classic ?

**We publish some email discussion which will be followed at the AGM in St. Tropez latest.**

The discussion about this question will be followed up by the Classic Committee. Nevertheless we would copy the discussion between Tim Street, Matt Cockburn and Hans J.Oen. This will be certainly continued in Saint-Tropez.

It's a very good question. It hasn't been formally decided; what a „Classic“ is. For years the informal definition has been that the yacht was designed and built prior to 1965 without subsequent underwater modification. But, in actuality, this simple definition would rule out quite a few boats that were modified after they were built. Many Rule 2 boats were updated to be Rule 3 in the 30's. We are a development class, so this is not unexpected. Also, since the vote at the AGM in 2000 allowed the construction of replicas of boats originally built prior to 1953(?) and known to have been destroyed, I believe these replicas will qualify as Classics.

Also, as it now stands, there is not a specific rule which disallows the underwater modification of an „older“ classic to be a „newer“ classic. This was recently discovered by the naval architect Dave Pedrick, who contacted ISAF and ISMA, and since there wasn't anything formal, written and approved by the Class and submitted to ISAF, he designed a „new, but sympathetic keel shape for his client's 1930 boat, effectively moving the center of effort lower and farther forward. Thus, if you wanted to change your 1930 Fife keel to have more of a 1938 Kyntzell, Holm or Stephens look, you can still do it, but you'd just have to get a new certificate issued by an authorized source.

I expect this will start the conversation about defining what a Classic is, and perhaps it should be decided at St Tropez. I do not see the need to get too extreme about this, but we probably need to define this for the future.

Best Regards, Matt Cockburn

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I am somewhat dismayed by the amount of miss-information about, on what is or is not a Classic.

1. The pre-1965 split for „old boats“ was brought about as a direct result of the design of the 1967 USA Twelve-Metre Intrepid which, with her fin and skeg underwater layout, in effect rendered all previous Metre Boats (6,7,8,9,10,12 etc.), obsolete. Thus the pre-1965 Rule for „old boats“ was introduced, initially, in the USA, outlawing any changes to the underwater hull, which would replace the existing long keel with its attached rudder underwater layout, by a fin and skeg configuration. As a direct result, this has only been done once, when Rod Stephens redesigned the USA Six-Metre Goose and she was totally rebuilt, in 1969, to beat Toowoogooloo IV, in the first AmAus Six Metre Challenge, in San Francisco. No other pre-1965 boats have been rebuilt to this configuration.

2. All other Six-Metres, of whatever age, whether „Classic“ or „Modern“, are subject to the International Rating Class Rules of 1906, as amended in October 1919 (The Second Rule) and again in 1933 (The Third Rule); subject to any alterations approved by ISMA. The International Rating Class Rules permit alterations of old boats, to bring them up to the requirements of a later Rule. As you say, the International Rule Classes are „Development Classes“ and a number of Rule One Six-Metres were brought up to Second Rule condition during the 1920s and re-measured. I believe that I could provide a pretty full list. Fewer Second Rule boats were updated in the 1930s and I only know of two, the US boat Nancy and Sioma II, both of which were re-measured and issued with new certificates. I am informed by Thomas Rodes that he has had Alana updated to Rule Three requirements, by Dave Pedrick and that she is to be re-measured by an official USA Metre boat measurer. If she passes this re-measurement, then she will be a Classic.

3. As you will recall, because you were there, the concept of „Classic“ Sixes was conceived as a result of the 1987 British Open Championships, to encourage the restoration of old boats and was first introduced in the 1988 European Championships, at Falmouth. Three „Classics“ took part - Melita, St. Amour II and Thistle, Thistle winning the Classic Section by coming eighth overall, out of 27.

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Since then, of course, there has been an explosion of „Classic Six“ restorations. However, as far as I know, all the boats racing internationally have valid racing certificates and have been checked and approved or, alternatively, re-measured, by Guy-Roland Perrin, our official measurer. Indeed this is certainly true of the 1992 and 1994 European Championship regattas at Benodet, the 1998 European Championships at Cowes and the 2001 Championships and the 2002 Coupe de la Mediterranee at St.Tropez, because I oversaw them and checked the boats and their certificates myself, in my capacity as Chairman of the ISMA Classic Committee.

4. While I was Chairman of the ISMA Classics Committee, doubts were expressed to me over the rebuilds of certain boats in Finland and also of two British boats, which had been fitted with an outer skin of veneer, to hold their very poor hulls together. This was OKayed by the Chairman of the ISMA Technical Committee. I checked three of the Finnish boats which had been queried and, although they had been totally rebuilt and fitted with all new masts, sails and deck gear, they were within the Rules and within the spirit of the Rules. Certain boats which are fitted with cabins and engines have however, I believe, been permitted to race in some international regattas, as it is felt that these additions provide distinct handicaps.

5. Since the formation of the ISMA Classics Committee, at Cowes, in 1998, an annual Classic Newsletter has been produced, which contains all the information available on all rebuilds and the latest one, No. 8, is being circulated by Leif Bockelman. All „Classic“ boats have been encouraged to either have their certificate checked or to be re-measured.

Thus a „Classic“ Six-Metre is any boat built pre-1965, which has not been fitted with a fin and skeg underbody, conforms fully to the International Rating Class Rules, (whether First, Second or Third Rule) and has a valid Measurement Certificate.

I hope this clarifies the position. My Best Regards, Tim..

---

Hello to all

It is interesting to read Mr. Street's mail today on the topic of 6mR Classics. Mr Street is basically correct in his analysis of what constitutes a „Classic“ 6mR and what does not.

There is however a definite need for not only a „definition“ of a „Classic“ but also a more in depth description of what should be allowed and will be acceptable when an owner embarks on a major and often expensive restoration project. Since there are no exact and easy to follow guidelines that can be looked up today, we will address this and anybody who would be interested in participating in a work group on this project, please contact me. With reference to Mr. Streets comments in his paragraph #1. I am afraid he is terrible ill informed about GOOSE - US 81. GOOSE was modified in 1972, along with Buzzy III, for the first World Cup. It was Olin Stephens of course who handled the design phases. His brother Rod was the one who looked after technical matters. Goose was not at all „totally rebuilt“ but received a skeg or bustle behind her rudder, which is easily removable and all that has to be done, for her to be brought back to „Classic mode“ ( BuzzyIII, incidentally has had all this removed and has now reverted back to her original configuration.) Mr.Street may be confusing GOOSE with the conversion of WHYNOT US 99 (ex S59) Tore Holm, which did have her rudder separated from the keel and substantial alterations done to her underbody.

With best wishes Hans

---

Dear All,

With reference to Hans Oen's last comments:

1. Goose. In around 1957, Luders Marine Construction was commissioned by Herman Whiton „to build a new hull for Goose, identical in form to the old and refit the existing gear, lead and rig. Her new hull was a showpiece of Boat building expertise....“.

...“In 1971 Goose was modified to Sparkman and Stephens plans, adding a bustle and skeg and shortening the aft overhang to a „Luders type“ curved reverse transom. Due to her cold moulded construction, there was no replanking possible, so the filling out of the after-body was accomplished in structural foam, sprayed on to templates fastened to the hull, and sheathed epoxy and glass cloth. After this modification, Goose was surveyed and re-certified by Lloyds...in 1973“. Body sections of the Goose, with 1971 modifications by Olin Stephens, show that she was totally re-designed and altered from amidships aft. I use as my source the article by Brian Wertheimer (the then owner of Goose) in the ISMA magazine for First-Half 1975. I apologise for giving incorrect dates. This would still seem to me to put Goose outside the original USA definition of a pre-1965 hull. Discussions with Olin Stephens in August and September 2001 also showed that he regarded her alterations as making her into a Modern Six. However, if her bustle and skeg were removed and her underwater configuration returned to the 1957 construction, then she would, presumably, become once again a „Classic“ Six.

2. Classics. Over my four years as Chairman of the ISMA Classics Committee, I received no comments on the interpretation of what is a „Classic“, which is as set out in my previous e-mail and which has stood the test of time since June 1987. I have been unable to find the original definition contained in the informal pre-1965 rule. However, since „classics“ would appear to be all the rage, now is probably the right time to establish more Rules and guidance for classic owners, although I would suggest that the 1995 International Six Metre Class Rating Rule and Measurement Instructions should form the basis of any regulation.

Best Regards to all. Tim Street.

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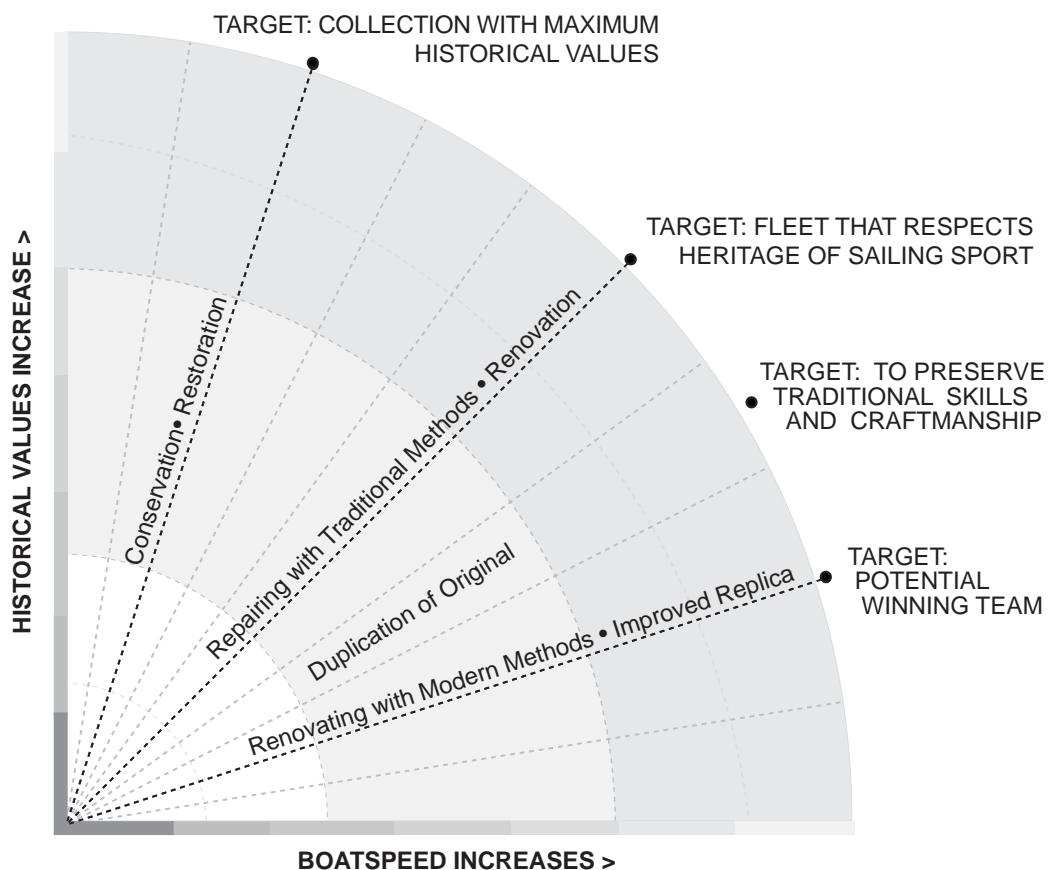
## Guidelines for renovation and replicas

### PIECE OF ART OR PROPER RACING YACHT

Too much weight has been put on racing matters when discussing about renovation of Classic Six Metres. I am quite sure, that besides strong motivation for racing, most of us are keen on the style and tradition which Six Metres have. Otherwise sailing old wooden yachts would not make sense. We could as well race in regattas with modern hitech boats.

In the adjoining diagram I try to clarify the concepts. Renovation methods which we choose when repairing an old yacht have strong influence through boats construction to its historical values. From my point of view that should be worth of consideration as well as boat speed. That means that some restrictions on renovation methods are worth mentioning when we start to define new Classic sections.

I wish that we could find way to encourage boat owners to repair their yachts with techniques which respect tradition and craftsmanship. Such way a lot of authenticity and beauty could be preserved. And racing would be still fun and equal.



Less one rebuilds, more historical values one preserves. But all Classic Six Metres are not to be exhibited in Naval Museums. The other end of the diagram is too extreme as well. That is why untraditional repairing techniques and modified replicas should be avoided.

My best regards

Pasi Kaarto

Elinore 6mR, L-35



## *New sail rules for Classic 6mJI yachts*

**One of the secrets of the vitality of the six metres through almost a century of yacht racing is the successful rating rule. It has produced a series of hulls during decades with an evolution slow enough to keep the yachts closely competitive.**

If we look at the rate new yachts have been built through years, we can see that the class came to a halt in the fifties after loosing the Olympic status with very few yachts built between mid-fifties and late sixties. The reason for this was the costs of building and running a six metre.

The rebirth of the class took place in the early seventies, with modern sixes built steadily through the seventies and eighties, at the same time with the birth of the loosely defined classic sub division of the class (racing with boats built before 1965). The world wide recession in the early nineties meant the end of the second golden era of six meter racing with only a couple new yachts having been built during the last ten years. Again the reason being the high cost of building and running modern six meters especially compared with other modern keel boats.

Many of the active keelboat racing classes around the world are since long ago applying strict rules aiming at limiting the costs of sails in many ways. The Dragons, Solings, Etchells, Melges 24, X99 are some examples of classes limiting either the number of sails carried onboard (or even acquired by season in the Etchells Class), the weight and/or type of sailcloth used or the way the sails are cut and constructed. One thing in common with the named classes is a high level of competition, close racing and reasonable costs of keeping the sail wardrobe competitive

Sail limitations have recently been introduced even in the Volvo Ocean Race by limiting the number of sails down to 20 from 38 previously during the entire race. Only 7-9 sails are allowed on board during one leg for safety and ease of handling.

Within the FinSMA many boat owners feel that in order to secure the future of the class this would be a good time to open a discussion of new sail rules. We will use the new classic website as a forum for hopefully active international discussion, we will present our proposal for a rule together with successful examples of rules from other active racing classes.

Leif Böckelman in the name of Mr Lehtinen and Mr Koskela



Toy, FIN 44, heading the windward mark

## ISMA public relation

The ISMA Committee also has the task of carrying out the public relations for the 6mJI. It is making its contribution and has managed to acquire the services of the photographer Gilles Favez, who lives by Lake Geneva, for the 2003 WC in St. Tropez. He has a clear mandate: working exclusively with the 6mJI, the crews, the yachts and the regattas, photos on land, on the pontoons, on the water, at the start, at the mark, action photos and showing the team members at work and from a balanced viewpoint, not just photos of the top yachts. Gilles Favez will be provided with a tender complete with skipper. The photos will be ©ISMA, be available on the Net and able to be downloaded by anyone interested.

At the same time, we are preparing a brief Event Report in the three languages which we will make available to various sailing magazines for publication and at the same time at [www.6metre.ch](http://www.6metre.ch) as a pdf. file for our members and other interested groups. We believe that this will also contribute towards the success of our class.

Das ISMA Comité hat auch die Aufgabe der public relation. Es leistet seinen Beitrag und hat den am Lac Léman beheimateten Photographen Gilles Favez für die WM 2003 in St. Tropez gewonnen. Sein Auftrag ist klar: Ausschliessliche Beschäftigung mit den 6mJI, den Crews, den Yachten und den Regatten. Photos am Land, am Steg, auf dem Wasser, am Start, an der Marke, Aktion und Mannschaftsmitglieder am Werk zeigen und das ausgewogen, nicht nur von den Spitzenyachten. Dazu steht Gilles Favez ein Tender mit Fahrer zur Verfügung. Die Photos sind © ISMA, stehen im Netz zur Verfügung und können durch Interessierte heruntergeladen werden.

Gleichzeitig bereiten wir einen kurzen EventBericht in den drei Sprachen vor, welchen wir an verschiedene Sail Magazine zur Publikation und gleichzeitigi in [www.6metre.ch](http://www.6metre.ch) als pdf.file für unsere Mitglieder und andere interessierte Kreise nutzbar machen. Wir denken, damit auch einen Beitrag an das Gedeihen unsere Klasse zu leisten.

*Le Comité de l'ISMA a aussi la tâche des relations publiques pour les 6mJI. Dans cette perspective, nous avons obtenu, pour le CM à St.-Tropez, la collaboration du photographe Gilles Favez, basé sur les rives du Léman. Sa mission est claire : Une large présentation des 6mJI, équipages, yachts et régates. Des images à terre, à la grue, sur l'eau, au départ, aux marques. De l'action, des équipiers au travail et pas seulement sur les bateaux de tête de la course. Un canot avec pilote sera à disposition de Gilles Favez. Les photos seront ©ISMA, à disposition sur le WEB et pourront être téléchargées par les utilisateurs. Simultanément, nous préparons dans les trois langues un bref descriptif de l'événement qui sera mis à disposition de divers magazines de voile pour publication. Ce document se trouvera aussi en format « pdf » sur [www.6metre.ch](http://www.6metre.ch) pour nos membres et d'autres cercles intéressés. Nous espérons ainsi apporter une contribution efficace au succès de notre série.*

Gilles Favez offers also to print the chosen photographs in 3 different sizes:

Format	13x18 cm	CHF 17.50	Euro 12.00
Format	20x30cm	CHF 46.00	Euro 31.50
Format	30x40cm	CHF 63.00	Euro 43.00

His contact is <[gillesfavez@freesurf.ch](mailto:gillesfavez@freesurf.ch)>

## 6mJI Europameisterschaft 2004

*An official invitation has been received from the Yacht Club Porto Rotondo to stage the 6mJI European Championships in 2004. Having carried out a survey amongst the national 6mJI fleets, with favourable results, the ISMA Committee has accepted the invitation and so next year – probably in September – we will be sailing in the sunshine and on the blue waters of the East Coast of Sardinia (I). Enquiries are already under way to find the lowest cost ferry transport from Genoa to.....*

Vom Yacht Club Porto Rotondo liegt eine offizielle Einladung für die Durchführung der 6mJI Europameisterschaft 2004 vor. Das ISMA Comité hat nach einer günstig verlaufenen Umfrage unter den nationalen 6mJI Flotten die Einladung angenommen und so werden wir im kommenden Jahr – vermutlich im September— unter der Sonne und auf dem blauen Wasser vor der Ostküste Sardinien (I) segeln. Bereits sind Abklärungen im Gang zu vergünstigten Fährtransporten von Genua nach ..... in Arbeit.

*Une invitation officielle est déposée par le Yacht Club Porto Rotondo pour le Championnat d'Europe des 6mJI. Après un sondage d'évaluation auprès des Flottes nationales, le Comité de l'ISMA a accepté cette invitation. Nous naviguerons donc l'an prochain, sans doute en septembre, sous le soleil et dans les eaux bleues de la côte Est de la Sardaigne. Des recherches de transports au meilleurs prix, de Gènes à .... sont déjà en cours.*



## Coming international 6mJ races

### Kommende 6mJI Internationale Regatten

Wir erinnern an die Entscheide an der ISMA Konferenz 2002 in Rungsted:

WM 2005 Königlicher Schwedischer Yachtclub, Sandham, zum 175 Jahre Jubiläum KSSS

EM 2006 Finland, Austragungsort noch offen

WM 2007 Besonderer Anlass zum 100 Jahr Jubiläum der Meter Class, vermutlich in UK

The longterm arrangements are thought to show perspectives to the sailors and allow them to invest in new boat material in case of interest.

Mit dem langfristigen Programm soll den an der 6mJI Klasse interessierten Kreisen mittelfristige Perspektiven aufgezeigt werden, verbunden mit der Hoffnung, dass die Klassenaktivitäten den einen oder anderen Segler veranlassen in neues Bootsmaterial zu investieren.

Avec ce programme établi loin à l'avance, des perspectives à moyen terme devraient s'offrir aux cercles intéressés par les 6mJI, ceci combiné avec l'espoir que l'activité de la série incite l'un ou l'autre navigateur à investir dans une nouvelle unité.

## Class report for ISAF

**The ISMA Committee has produced the 2002 report for the ISAF (International Sailing Federation). The information shown here is in its original format.**

Das ISMA Comité hat den Bericht an die ISAF (International Sailing Federation) aufdatiert. Die Informationen stehen hier im Originalformat.

Le Comité de l'ISMA a établi son rapport 2002 à l'attention de l'ISAF (International Sailing Federation). Vous en trouverez ci-dessous tous les détails, dans leur forme originale :

### 2003 CLASS REPORT

Name of Class	International 6 Metre 6mJI
Class Website Address	www.6metre.ch; www.sailingsource.com/6metre ;
Contact Details (name, address, telephone, fax, email)	<p>PRESIDENT: Bernard Haissly, Switzerland C/o Schellenberg Wittmer 10, cours de RiveCase postale 3054 CH-1211 GENEVASWITZERLAND Tel: + 41 22 707 8000 / Fax: + 41 22 707 8010 / E-mail: Bernard.Haissly@swlegal.ch</p>
	<p>WORLD SECRETARY: Peter Müller, Switzerland see www.6metre.ch, ISMA News 2/2002, page 11</p>
	<p>CHIEF MEASURER: Guy-Roland Perrin, Switzerland see www.6metre.ch, ISMA News 2/2002, page 11</p>
Average price of complete new boat without sails	Pounds Sterling 130'000 £
Name three builders (preferably one per continent) and quoted price for 2002/2003 (Pounds Sterling)	<p>(1)BUILDER NAME: Bootswerft Wilhelm Wagner, In der Stelle 34, D-78351 Bodman, Germany Wilhelm_Wagner@t-online.de PRICE: on request (2)BUILDER NAME:</p>

Bootswerft Torsten Dornberger, Lizard Point,  
Wendenschlossstrasse, D-12557 Berlin  
dornberger@aol.com PRICE: on request (3) BUILDER NAME: PRICE:

Name National Association member countries paid in 2002	Finland, Sweden, UK, France, Germany, Switzerland, USA
Name six Countries & number of members that represent the ISAF minimum criteria (details in Appendix A).	(1) SUI (No.) (2) FIN (No.) (3) SWE (No.) to be completed (4) FRA (No.) (5) USA (No.) (6) GBR (No.)
How many new boats were built in 2002	1, another will be build in 2003
How many boats were built over the past 5 years	1
Approximately how many boats exist Worldwide	Around 300
2002 European Championship(s) Example of title, 2002 European Championship	(1) TITLE OF EVENT: European Championship (2) VENUE: Rungsted, Denmark (3) NUMBER OF ENTRIES: 27 Modern (11) and Classic (16) (4) COUNTRIES REPRESENTED: 7; FIN, SWE, NOR, SUI, DEN, GER, ITA (5) NUMBER OF RACES: 6 (6) NUMBER & NATIONALITY OF NON ISAF JURY MEMBERS: Ask Ted Gräslund (7) EVENT WEBSITE: www.kdy.dk (8) NAMES OF ISAF INTERNATIONAL JUDGES PRESENT: Ask Ted Gräslund (9) NAME OF PRINCIPAL RACE OFFICER: As Ted Gräslund (10) NAME OF EVENT CHIEF MEASURER: G-R. Perrin
If there is more than one World Championship please submit the details, copying this section of the questionnaire.	
Name & nationality of European Champion(s)	6MJI MODERN Bernard Haissly, Switzerland SUI 77, FLEAU  6MJI CLASSICKenneth Peranen / Eero Lehtinen, Finland FIN 44, TOY
Please give a short report of the European Championship(s) & send a copy of the final overall results.	1) ORGANISATION QUALITY? KDY in Rungsted made a nice organization ashore and on the water. see www.6metre.ch, ISMA News 2/2002, page 16 and following 2) VENUE GOOD & BAD POINTS? ASHORE: Excellent AFLOAT: Excellent
Please state any recommendations for future World Championship events	The Rules for European- and World Championships are in revision. The World Cup Trophy 2003 will be held in France. See www.yacht-club-st-tropez.com



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## International Six-Metre Association Classics Committee Classic Six-Metre Newsletter No. 8

It has been edited 1<sup>st</sup> February 2003 by  
Tim Street, Past Chairman of the ISMA Classic Committee  
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Tim reports in his editorial:

Leif Bockelman of Finland has succeeded me as Chairman of the ISMA Classics Committee, together with a newly elected Classics Committee, but I have, however, been invited by him to continue with providing classic information to the World. These notes are a follow on from Newsletter No's 6 and 7, issued last year. You all may be pleased to know that we now have around 281 classic Six-Metres in racing order or undergoing restoration. I am always pleased to answer any queries and, as you can see, I am now operating on e-mail, albeit still very nervously.

Ever since my last Classic Notes were published on the Internet, I have had a steady stream of enquiries from all over the world, sometimes as many as three a week, wanting all sorts of classic information. Since January 2002 new homes have been found for thirteen classic Six-Metres which require restoration.

The newsletter is around 20 pages heavy and covers the Classis scene in UK, Germany, Belgium, Netherlands, Denmark, Finland, France, Italy, Norway, Switzerland, Sweden, USA, Canada.

We are not able to reprint it in the ISMA news. We are sure, that Tim Street will mail it to our readers on request.

Monday, 27 January 2003, Jean-Pierre Odero passed away as a result of heart failure.

Jean-Pierre has been one of the most faithful and active supporters of the 6IC class since 1980. He was the artisan of the renaissance of the *Régates Royales* which originally was focused on the 6IC.

Under Jean-Pierre's authority, the Cannes Yacht Club organised two World Cups for the 6IC, one in 1985 and the other in 1997, a European Championship in 1996, the *Régates Royales* every year and, on several occasions, Ski Yachting. Having clear-cut and consistent opinions, an inflexible and authoritative enthusiasm, Jean-Pierre was a kind of spiritual father of the class of 6IC. He made friendships amongst the navigators of the Class around the four corners of the world in spite of his apparent abrupt style.

The Class of 6IC shares the grief of his wife, Vinca, and of his crew of the Cannes Regatta, Fred, Valérie and other faithfuls at the Cannes Yacht Club.

Bernard Haissly, President of ISMA

END OF OFFICIAL ISMA NEWS

## 6mJI Aktivitäten in der Schweiz

**Association Suisse des 6 m J.I.** Frauenfeld, 10.3.2003  
 Präsident: Thedy Schmid, Zürcherstr. 281, 8500 Frauenfeld  
 Tel. 052 721 70 49, Fax: 052 721 70 04 e-mail: schmid.bdb@pop.agri.ch

Liebe Sechserfreunde,  
 wie schon vor einem Jahr angekündigt (siehe Bulletin 1/2002) möchte ich das Amt des Klassenpräsidenten der Schweizer Sechservereinigung niederlegen. Eigentlich war das schon an der Klassenmeisterschaft in Romanshorn vorgesehen. Weil aber niemand vom Genfersee teilnahm verzichteten wir auf eine Generalversammlung und ich waltete weiter meines Amtes.

Nun hat sich die Situation insofern geändert, als wir mit unserem Mitglied Beat Furrer seit einigen Jahren einen sehr aktiven und engagierten Sechserfan in unserem Kreis haben. Beat hat zuerst mit seiner Teilnahme an nationalen und internationalen Regatten und zusätzlich mit seinen zweisprachigen Bulletins den frischen Wind in unsere Klasse gebracht, den wir uns schon seit einigen Jahren wünschen. Zusätzlich hat er sich entschlossen, das Bulletin als Informationsforum für die ISMA auszubauen. Als Berner mit seiner „Temptation II“ auf dem Neuenburgersee hat er geradezu einen idealen Standort in der Mitte der Schweiz.

So lag es auf der Hand, dass ich Beat für meine Nachfolge anfragte. Vor allem auch, weil die Arbeit, die er jetzt schon leistet, ein Mehrfaches vom Aufwand des Präsidenten ausmacht und so zudem Zweispurigkeiten vermieden werden. Die Bodenseeflotte unterstützte meinen Vorschlag und die Antwort von Joëlle von der Genferseeflotte war ebenfalls positiv.

Beat hat sich darauf bereit erklärt, das Amt des Präsidenten ab sofort zu übernehmen. Um Ihn nicht allzu sehr zu belasten, werde ich mich bis auf weiteres noch um die Kasse kümmern.

Ich glaube nicht, dass wir für die Wahl unseres neuen Präsidenten noch eine Abstimmung brauchen, denn wer wäre besser geeignet als er.

Beat, vielen Dank für Deine Bereitschaft und vor allem auch für Deine schon geleistete Arbeit und die Unterstützung unserer Klasse.

Thedy Schmid

*Chers amis des 6mJI,  
 il y a un an que j'ai exprimé mon désir d'abandonner le poste de président de l'association Suisse des 6mJI (voir bulletin 1/2002) J'en avais déjà l'intention après le championnat de series à Romanshorn. Comme il n'y avait pas de participant du Léman nous avons du renoncer à tenir une assemblée générale et j'ai continué.*

*Depuis plusieurs années déjà nous pouvons compter sur notre membre Beat Furrer, propriétaire du 6mJI „Temptation II“ qui a son bateau au lac de Neuchâtel et qui est un des plus actif dans notre classe. Tout le monde connaît au moins le bulletin qu'il a lancé en allemand et en français et qu'il va faire suivre par une édition internationale pour l'ISMA.*

*A ma demande, Beat m'a donné son accord pour me remplacer comme nouveau président de notre classe. La flotte du Bodensee a soutenu ce changement ainsi que Joelle, la responsable du Léman.*

*Beat est prêt à prendre ce poste tout de suite (1.6.2002) et à mon tour je continuerai à m'occuper des finances. Je crois que ce n'est pas nécessaire de voter pour cette charge car il n'y aura pas de meilleur qualifié que Beat que je remercie encore une fois son engagement et son travail pour notre classe des 6mJI.*

*Thedy Schmid*

## Spots vom Bodensee

On 15. March, at the invitation of the 6mJI Lake Constance fleet, a significant number of sailors met for a friendly gathering at the Club House of the Staad/Constance Sailing Club.

Am 15. März traf sich auf Einladung der 6mJI Bodenseeflotte eine stattliche Anzahl Segler im Clubhaus der Seglervereinigung Staad / Konstanz zu einem gemütlichen Beisammensein.

Reinhard Suhner berichtet:

Ich bin gerade vom Frühjahrstreffen unserer Vereinigung in Staad zurückgekommen, an welchem 12 Segler/-innen, welche wiederum 8 Boote unserer Flotte vertreten, teilgenommen haben.

Aufgrund der Äusserungen der Teilnehmer und der bekannten Saisonplanungen der heute leider nicht anwesenden restlichen Romanshorner Sechser ist für das erste Trainingsweekend 17./18. Mai (9 Vor-Anmeldungen) und für den Oberseepokal vom 13./14. September (11 Vor-Anmeldungen) mit den grössten Beteiligungen zu rechnen; für die anderen Anlässe haben sich zwischen 2 (Konstanz 23./24. August) und 7 (Bottighofen 16./17. August) angemeldet; die Anlässe von Romanshorn (14./15. Juni, 6 Vor-Anmeldungen) und Unteruhldingen (5./6. Juli, 5 Vor-Anmeldungen) leiden unter den Terminkollisionen mit dem World Cup in St. Tropez (2 Teilnehmer vom Bodensee) und der Klassenmeisterschaft in Genf (5 Teilnehmer vom Bodensee). Umso mehr sind die Zuhausebleibenden aufgefordert diese Chance zu nützen und in Abwesenheit der Top-Boote das „Silber“ für einmal unter sich aufzuteilen.

Wir freuen uns auf eine tolle Segelsaison und erwarten Euch gerne am 17. Mai in Romanshorn.

Bis bald, Reinhard

*A l'invitation de la Flotte de 6mJI du Lac de Constance, un nombre appréciable de navigateurs sont venus le 15 mars au Club House du Cercle de la Voile de Staad/Constance pour une agréable rencontre amicale.*



„Woodoo“, SUI 122 am Wind an der Pinne Karl Boesiger, co-Eigner mit Peter (Pedro) Müller



„Mecara“, SUI 45 (Hans und Rainhard Suhner) beim „dial up“ mit „Woodoo“

Raphl Müntener, owner of „Moby Dick“, is organising two training weekends on Lake Constance in May. „Woodoo“, „Mecara“ and „La Difference“, „Nisida“, „Temptation II“, „Courage VII“, „Kontrapunkt V“ will no doubt be attending. The training will offer interesting opportunities.

Ralph Müntener, Eigner der „Moby Dick“, organisiert im Mai zwei Trainingswochenenden auf dem Bodensee. Mit dabei sind sicher „Woodoo“, „Mecara“, „La Difference“, „Nisida“, „Temptation II“, „Courage VII“, „Kontrapunkt V“. Das Training wird sicher interessant.

*Ralph Müntener, propriétaire de « Moby Dick » organise en mai deux week-end d'entraînement au Lac de Constance. « Woodoo », « Mecara » et « La Différence », « Nisida », « Temptation II », « Courage VII », « Kontrapunkt V » y participeront à coup sûr.*



„La Differance“, SUI 60, von Thédy Schmid



„Moby Dick“, SUI 73 mit Ralph Müntener

## Einladung zum Frühjahrs-Training zum Saison - Anfang

Liebe 6er Freunde

Nach langer reiflicher Überlegung und nach Absprache mit Niklaus Waser haben wir uns entschieden das Training in Romanshorn durchzuführen. Selbstverständlich sind alle herzlich willkommen, ob Classic oder Modern, ob Regatta- oder Fahrtensegler. Wir würden uns sehr über Euer kommen freuen. Wir sind bereits in den Vorbereitungsarbeiten und können Euch ein interessantes Training versprechen. Neu haben wir den Mittwoch ins Programm aufgenommen

- |                |                    |          |              |
|----------------|--------------------|----------|--------------|
| 1. Wochenende: | 17. / 18.          | Mai 2003 | ab 13:00 Uhr |
|                | Mittwochabend: 21. | Mai 2003 | ab 17:30 Uhr |
| 2. Wochenende: | 24. / 25.          | Mai 2003 | ab 13:00 Uhr |

Selbstverständlich können die Schiffe während der ganzen Zeit, auch zwischen den Wochenenden, in Romanshorn gratis liegen bleiben. Wir würden uns über Deine Anmeldung bis 14. April 2003 sehr freuen.

Viele liebe Grüsse

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## Spots vom Lac Léman

On 30. January some 35 sailors from Lake Geneva joined together for a friendly meeting at the „Café des Alpes“ in Prangins.

Our friend Maurice Gremion, owner of the SUI 100 „Duclop“, who died in January, was honoured in our thoughts. As was Jean-Pierre Odero, initiator of the Regates Royales in Cannes, who died at the end of January and was known by many of those present. A Nachruf of the two deceased can be found in the Official ISMA news.

Discussions on every aspect of our beautiful yachts and ... how could it be otherwise ... on “Alinghi” took place during a wonderful fondue and an equally good glass of white wine. Somehow or other it seemed clear to the members of the Société Nautique de Genève that the America’s Cup is coming to Geneva .... we knew this was happening when the Bulletin went to print !

Le 30 janvier, un groupe d’environ 35 navigateurs du Léman se sont retrouvés au « Café des Alpes » de Prangins pour une sympathique soirée.

Notre ami Maurice Gremion, propriétaire du SUI 100 « Duclop », décédé à fin janvier, a été honoré d’une minute de silence. Il en a été de même pour Jean-Pierre Odero, un des créateurs des « Royales » à Cannes, disparu lui aussi en janvier. Quelques lignes de souvenir leur sont consacrées dans l’ISMA News officiel.

Autour d’une excellente fondue accompagnée de quelques verres de blanc, la conversation a roulé sur nos superbes bateaux et... comment aurait-il pu en être autrement... sur Alinghi. Pour les membres de la Société Nautique de Genève, il était clair que la Coupe de l’America allait venir à Genève... Nous savons maintenant qu’ils avaient raison !

*Am 30. Januar haben sich etwa 35 SeglerInnen vom Genfersee im „Café des Alpes“ in Prangins zu einem gemütlichen Treffen zusammengefunden.*

*Unserem im Januar verstorbenen Freund Maurice Gremion, Eigner der SUI 100 „Duclop“, wurde ehrend gedacht. Ebenso dem Ende Januar verstorbenen Jean-Pierre Odero, Initiant der Regates Royales in Cannes, den viele Anwesende kannten. Ein Nachruf auf den Verstorbenen findet sich in den Official ISMA news.*

*Bei einem wunderbaren Fondue und einem ebenso guten Glas Weisswein haben sich Gespräche rund um unsere schönen Yachten und ... wie könnte es anders sein ..... auch um „Alinghi“ ergeben. Irgendwie schien für die Mitglieder der Société Nautique de Genève klar, dass der America’s Cup nach Genf kommt .... und er kam ! „We did it“ !*

Bernard Haissly



Jean-François Zumoffen-Fruttero



Thédy Schmid



Jöelle reminded us about the Lake Constance regatta programme. All the dates can be found in the Race Calendar at the end of this Bulletin. It refers in particular to the 6mJI Class Championships from the 3. to 6. July which the Société Nautique de Genève „wants to organise for us “à la sortie du petit lac“. However, and this should be made clear, at least 20 to 15 6mJI must register for this event.

The invitations for the Class Championships have since been sent out and it would be a shame if we did not honour ?? the invitation by the SNG with a long list of those wishing to attend the event. This year the SNG will be celebrating its 100<sup>th</sup> anniversary ... as well as the America's Cup ... so it also plans to stage some celebrations during our Championships. We now that 5 yachts from the Lake of Constance will participate at the Championships. A fleet of 15 yachts is a realistic expectation.

Jöelle hat das Regattaprogramm vom Lac Léman nochmals bekannt gegeben. Die Daten finden sich alle im Race Calendar am Schluss dieses Bulletins. Sie weist besonders auf die Klassenmeisterschaft der 6mJI vom 3. bis 6. Juli, die die Société Nautique de Genève „à la sortie du petit lac“ für uns organisieren will. Aber, und das sollte klar sein, es müssen sich mindestens 10 bis 15 6mJI zu diesem Anlass melden.

Die Einladung zur Klassenmeisterschaft wurde inzwischen versandt und es wäre schade, wenn wir der Einladung der SNG nicht mit einer grossen Melde-liste die Ehre erweisen würden. Die SNG feiert in diesem Jahr ihr 100 jähriges Bestehen ..... und auch den America's Cup..... und sie plant deshalb auch Feierlichkeiten während unserer Meisterschaft. Inzwischen haben sich 5 Yachten vom Bodensee zur Teilnahme entschieden. Ein Feld von 15 Yachten ist sicher.

*Joëlle a donné encore une fois le programme de régates du Léman. Toutes les dates se trouvent dans le Calendrier des Régates, à la fin de ce Bulletin. Elle a également insisté en particulier sur le Championnat de Série des 6mJI, du 3 au 6 juillet, dont les Avis de Course devraient maintenant être entre vos mains.*

*Ce Championnat aura lieu « à la sortie du Petit Lac » et il s'intégrera aux festivités du Centenaire de la SNG., Sous les auspices de la Coupe de l'America, la fête sera forcément magnifique. Vu les circonstances, il serait tout à fait regrettable de ne pas pouvoir honorer cette invitation avec une liste de participants étoffée. Nous devrions pouvoir aligner au moins 10 à 15 bateaux (Trad. : A l'heure d'imprimer, on sait que cinq inscriptions du Lac de Constance ont été déposés...).*

## **Swiss 6mJI Class Championship** **Championnat de Classe 6mJI en Suisse** **6mJI Klassenmeisterschaft in der Schweiz**

In the meantime we got the invitation from the Société Nautique de Genève, which we reprint entirely. It is a nice idea for all 6mJI coming up from Saint-Tropez to stop in Geneva and sail with us. We expect around 20 6mJI at the start.

Inzwischen haben wir die Einladung erhalten. Wir geben Sie komplett wieder. Für alle 6mJI auf dem Heimweg nach Norden eine excellente Gelegenheit Halt am Genfersee zu machen und mit uns zu segeln. Wir erwarten 20 Teilnehmer.

*Entre temps nous avons reçu l'invitation de la Société Nautique de Genève. Nous la reproduisons en son entier. Une excellente idée pour les 6mJI rentrent de Saint-Tropez pour naviguer avec nous au Lac Léman. Nous attendons quelque 20 participants.*



# SOCIÉTÉ NAUTIQUE DE GENÈVE

## CERCLE DE LA VOILE

### INVITATION

### à la 100<sup>e</sup> Semaine Internationale de la Voile

Le Cercle de la Voile de la Société Nautique de Genève fête son centenaire en 2003 et a le plaisir de vous inviter à sa 100<sup>e</sup> Semaine Internationale de la Voile qui se déroulera

**du lundi 30 juin au vendredi 4 juillet 2003**

Cette exceptionnelle édition sera précédée par un apéritif de bienvenue le dimanche 29 juin en début de soirée.

Les courses se dérouleront chaque après-midi avec un premier départ possible à **14h30** (début de procédure dès 14h20) et **16h30** pour les yachts de croisière.

Les concurrents seront répartis en fonction de leurs séries sur quatre plans d'eau différents:

- A) 6 M JI - 8 M JI - 30 m2 SI
- B) Toucan - Grand Surprise - Surprise
- C) 5,5 M JI - Lacustre - 6,50 m SI - 15 m2 SI
- D) Yachts de croisière

Chaque soirée sera ponctuée par des repas conviviaux et diverses festivités dont l'incontournable risotto du mercredi animé par un orchestre et la remise des prix du vendredi soir dans une chaude ambiance. La fin de la semaine se distinguera par le déroulement du Championnat de série des 6 M JI (du jeudi 3 au dimanche 6 juillet).

Dès lors, réservez déjà cette semaine du 30 juin au 4 juillet 2003 et pour être sûr de recevoir notre avis de course et le bulletin pour une inscription gratuite, vous voudrez bien nous envoyer par fax les renseignements suivants:

Nom: ..... Prénom: .....

Adresse: .....

Bateau: ..... Série: .....

## Spots vom Neuenburgersee

As SUI 113 is the only active 6mJI on Lake Neuchâtel, she is often on the trailer for travelling around. We will show you a picture, when she got her new North 3DL Sails.



SUI 113, „Temptation II“ (ex „Pieric IV“, ex „Perdita“) Ian Howlett, 1984, on the Lake of Neuchâtel

## Spots vom Thunersee

We reported on “Bonite” SUI (Z)23 in an earlier Bulletin. Hans Baumann was kind enough to provide us with a little history on this 6mJI.

Wir haben in einem früheren Bulletin von „Bonite“, SUI (Z)23, berichtet. Hans Baumann war so freundlich und hat uns zu diesem 6mJI etwas Geschichte aufbereitet.

### Ylliam – Bonite – Atalante

Dies waren die Namen der 6m-Yacht, die 1938 bei Tore Holm gebaut und von ihren Besitzern während zwölf Jahren auf dem Genfersee gesegelt wurde. 1960 entschied sich die Segelschule Thunersee, die Yacht als Ersatz für den Gaffel- Binnendreissiger „Najade“ und zur Ergänzung der beliebten 8m Schulyacht „Cupido“ zu kaufen. Seither segelt die Yacht unter dem Namen „Bonite“. Bereits damals waren der Unterhalt der Boote sowie Mithilfe als Segellehrer meine allerliebsten Freizeitbeschäftigungen. So ist es nicht verwunderlich, dass mich die „Bonite“ faszinierte und meinen Gedanken nicht mehr los liess.

*Dans un précédent Bulletin, nous avons parlé de « Bonite » SUI (Z)23. Son propriétaire était si enchanté qu'il nous a préparé une tranche d'histoire sur ce 6mJI.*

### Ylliam – Bonite – Atalante

*Ces trois noms ont été portés par ce 6mJI construit en 1938 par Tore Holm et qui a navigué 22 ans sur le Léman. En 1960 l'Ecole de Voile du Lac de Thoune s'était décidée à acheter ce bateau en remplacement de « Najade » et pour renforcer son bateau-école favori, le 8m « Cupido ». Il navigue depuis lors sous le nom de « Bonite ». Déjà en ce temps là, l'entretien des bateaux et l'activité de moniteur de voile étaient mes passe-temps préférés. Il n'est donc pas surprenant que « Bonite m'ait fasciné et n'ait depuis lors plus quitté mes pensées.*



1938 wurde die „Ylliam“ IV bei Tore Holm in Gambley, Schweden im Auftrag von M.F. Firmenich gebaut. Sie gewann 1939/1940 mit Luis Noverraz an der Pinne die erste und zweite Bol d'or du Léman.

1941 wechselte sie erstmals den Besitzer und wurde von M. A. Held übernommen. Sie gewann 1943 unter dem Namen „Bonite II“ wiederum die Bol d'or und wurde 1946 Champion du Léman.

1954 wechselte sie erneut den Eigner und gewann mit Maurice Bovey aus Lausanne unter dem Namen „Atalante“ die Bol d'or.

1960 verkaufte Maurice Bovey das Schiff an die Segelschule Thunersee in Hilterfingen, wo sie als Schulyacht eingesetzt wurde. Nach kurzer Betriebszeit wurde das Deck mit etwas grösseren Cockpits versehen und das Fussliek des Grossegels von 5.10 m auf 4.4 m reduziert. Mit diesen Anpassungen leistete die Bonite während siebzehn Jahren gute Dienste. Ihr Name bleibt vielen ehemaligen Schülern in guter Erinnerung.

1977, im Wandel der Modernisierung und dem Aufkommen pflegeleichterer Materialien, hat sich die Segelschule entschieden, die „Bonite“ zu verkaufen und durch eine Quartas zu ersetzen. Der neue Eigner, Werner Sterchi, ein ehemaliger Segelschüler, liess in seiner Begeisterung über den fantastischen Linienriss die „Bonite“ einer Generalüberholung unterziehen. Die Planken wurden aufgefräst und mit einer nicht aushärtenden Füllung verbunden. Erfreulicherweise war der Basiszustand der Schale gesund, so dass keine wesentlichen Teile ersetzt werden mussten. Von nun an war die Bonite wieder in bester Kondition und als regattafähiger 6er neu ausgerüstet. Ohne Konkurrenz von Klassenkolleginnen holte sich die „Bonite“, mit Rico Gregorini als bekannter Routinier, zahlreiche Erfolge an lokalen Regatten.

1987, nach zehn Jahren des Bangens und Träumens, bot sich für mich schliesslich die Gelegenheit zum Kauf der „Bonite“. Werner Sterchi wusste von meiner alten, tiefen Verbundenheit zu dieser Yacht und war sich sicher, dass Hans Baumann ein berechtigter und kompetenter Besitzer für sie werden würde.

Während meiner fünfzehnjährigen Eignerzeit ist die äusserst gepflegte „Bonite“ eine voll ausgerüstete Regatta-Yacht und eine feine Klassikerin geblieben.

Hans Baumann / Januar 2003

*Commandé par M. F. Firmenich, Ylliam IV fut construit par Tore Holm à Gambley, Suède, en 1938. Il gagna en 1939 et 1940 les premier et deuxième Bol d'Or du Léman avec Louis Noverraz à la barre.*

*En 1941, acquis par Mr. A. Held, il changea pour la première fois de propriétaire. Il gagna encore une fois le Bol d'Or en 1943 et fut Champion du Léman en 1946.*

*En 1954, il changea encore de mains et remporta à nouveau le Bol d'Or avec Maurice Bovey de Lausanne, sous le nom « Atalante ».*

*En 1960, Maurice Bovey le vendit à l'Ecole de Voile du Lac de Thoune, à Hilterfingen, où il fut équipé en bateau-école. Après une courte période d'utilisation, le pont fut adapté avec un cockpit un peu plus grand et la bôme raccourcie de 5,10 m. à 4,40 m. Avec ces adaptations, « Bonite » servit fidèlement pendant 17 ans et son nom est resté comme un excellent souvenir dans la mémoire de nombreux élèves.*

*En 1977, sous le double l'effet d'un élan de modernisme et de l'arrivée de nouveaux matériaux, plus simples à entretenir, l'Ecole de Voile se décida à vendre « Bonite » pour la remplacer par un « Quartas ». Le nouveau propriétaire, Werner Sterchi, lui-même un ancien élève, lui fit subir une révision générale approfondie. Les bordés furent fraisés et calfatés avec un matériau flexible. Par chance, la carène était en bon état et aucune partie vitale ne fut changée. A partir de là « Bonite » était à nouveau dans les meilleures conditions pour recevoir un équipement de régates neuf. Sans concurrence dans sa classe avec à la barre Rico Gregorini, un vieux renard bien connu, elle enleva d'innombrables succès dans des régates locales.*

*En 1987, après dix ans d'inquiétude et de rêves se présenta enfin pour moi l'occasion d'acheter « Bonite ». Werner Sterchi connaissait mes vieux et profonds liens avec ce bateau et était ainsi certain qu'elle trouverait en moi un propriétaire soigneux et compétent. Durant mes quinze ans comme propriétaire, « Bonite » est restée une machine de course et une superbe Classique en parfait état.*

Hans Baumann / janvier 2003





A cosy afternoon on Bonite



Bonite in the Yacht Club of Thun



Bonite's cockpit    Bonite's rig

**„Bonite“ Technische Daten**

Entwurf	Tore Holm, Schweden
Bauwerft	Tore Holm,
Baujahr	1938
Länge	11.30 m
Breite	1.75 m
Tiefgang	1,70 m
Gewicht	3.8t ohne Takelage
Schale	Okkume auf Eiche
Kiel	Eiche / Blei
Mast, Spieren	Holz – Spruce



Bonite Champion on the Lake of Geneva in 1946

**Ylliam – Bonite – Atalante**

These were the names of the 6m yacht which was built at Tore Holm in 1938 and sailed on Lake Geneva for twelve years by their owners. In 1960 the Lake Thun Sailing School decided to buy the yacht as a replacement for the gaff rig Binnendreissiger „Najade“ and as an addition to the popular 8m training yacht „Cupido“. Since then the yacht has been sailing under the name of „Bonite“. Even then, the maintenance of the boats as well as helping out as a sailing instructor were my very favourite leisure activities. So it comes as no surprise that „Bonite“ fascinated me and was never out of my thoughts.

In 1938 „Ylliam“ IV was built at Tore Holm in Gambely, Sweden commissioned by M F. Firmenich. In 1939/1940 it won the first and second Bol d'or du Leman with Luis Noverraz at the helm.

In 1941 it changed owner for the first time and was bought by M. A. Held. In 1943 it won the Bol d'or again under the name „Bonite II“ and in 1946 became Champion du Leman.

In 1954 it changed owner once again and won the Bol d'or with Maurice Bovey from Lausanne under the name „Atalante“. In 1960 Maurice Bovey sold the boat to the Lake Thun Sailing School in Hilterfingen where it was used as a training yacht. After being in use for a brief period the deck was fitted out with slightly larger cockpits and the Fussliek of the main sail reduced from 5.10 m to 4.4 m. With these modifications the Bonite provided good service for seventeen years. Many of the former students remember its name well.

In 1977, during the course of modernisation and the appearance of materials that offered easier maintenance, the sailing school decided to sell the “Bonite” and replace it with a Quartas. The new owner, Werner Sterchi, a former sailing instructor, carried out a general overhaul of the “Bonite” in his enthusiasm for the imaginative lines ???. The boards were planed and joined using a filler that does not harden ???. The basic condition of the shell was pleasingly healthy which meant that none of the main parts had to be replaced. From then on the “Bonite” was back in its top condition and refitted as a 6 series ready for regatta sailing. Without any competition from colleagues in the Class “Bonite” recorded numerous successes at local regattas with Rico Gregorini, a well-known skipper ??.

In 1987, after ten years of worry and dreaming I finally had the opportunity to purchase the “Bonite”. Werner Sterchi knew about my longstanding, deep affiliation with this yacht and felt certain that Hans Baumann would be a genuine ??? and competent owner for it.

During my fifteen year period as its owner the extremely ??? „Bonite“ has remained a fully equipped regatta yacht and a fine classic boat.

Hans Baumann / January 2003

## Spots vom Vierwaldstättersee

It's fantastic that Carsten Joergenson is providing a crew for his newly renovated Classic, „Ran VIII.“, DEN ..... for taking part in the 2003 WC in St. Tropez. The Classic has already been registered for the event and we look forward to seeing „Ran VIII“ actively sailing in St. Tropez. Here's a preview:

Absolut toll ist die Tatsache, dass Carsten Joergenson seinen frisch sanierten Classic, „Ran VIII.“, DEN ..... für die Teilnahme an der WM 2003 in St. Tropez einer Crew zur Verfügung stellt. Der Classic ist bereits gemeldet und wir freuen uns „Ran VIII“ in St. Tropez aktiv segeln zu sehen. Hier eine Vorschau:

*Absolument incroyable: Carsten Joergenson met son Classique récemment restauré, « Ran VIII », à disposition d'un équipage pour prendre part au CM 2003 à St.Tropez. Le bateau est déjà inscrit et nous'*



Ran VIII Heck



Ran VIII on the Lake of Lucerne

## Organe der Association Suisse des 6mJI

We will not be repeating the co-ordinates of our contact partners and refer to the ISMA News 2/2002 edition which can be viewed in full under [www.6metre.ch](http://www.6metre.ch) and printed out if necessary.

Wir verzichten auf die Wiedergabe der Koordinaten unserer Ansprechpartner und verweisen auf die Ausgabe der ISMA News 2/2002, welche unter [www.6metre.ch](http://www.6metre.ch) vollumfänglich eingesehen und allenfalls auch ausgedruckt werden können.

*Nous renonçons à répéter ici les coordonnées de nos interlocuteurs et vous renvoyons à l'édition 2/2002 de l'ISMA News, disponible dans son entier sur [www.6metre.ch](http://www.6metre.ch) d'où elles peuvent au besoin être imprimées.*

## 6mJI activités en France



Vert Galant@patricia.lascabannes

### Compte Rendu de l'Assemblée Générale Ordinaire du 23 Octobre 2002

#### Liste des présents :

Stefan O'REILLY-HYLAND - Tsigane  
 Marc LEMARIGNIER' – Royal Thames  
 Joël BRUNET-MORET - Elfe  
 Gautier BRUNET-MORET - Astrée  
 Jérôme CHARMET – Bagheera VII  
 Jérôme LEPLATRE – Baghera VII  
 Jean-Pierre GOURIO - Warehouse  
 Jérôme BRUNET-MORET – Tara

#### Pouvoir :

Pierre Paul HECKLY- Dix Aout  
 François CARN - Clyde  
 Jean Denis SARRAQUIGNE – Bravade VI

#### Approbation du Rapport Moral du Président :

En 2002, les Challenges Atlantique et Méditerranée ont été courus à Noirmoutier et Cannes. Ces Challenges organisés dans le cadre de régates existantes permettent à l'Union Française des 6m JI d'être présente sur les deux bassins les plus actifs. En 2003, les Championnats du Monde seront courus à Saint-Tropez du 15 au 21 Juin 2002, aux même dates

que les Championnats du Monde des 8m JI, à la Trinité sur Mer. Pour continuer à dynamiser les bassins des 6m JI, les Challenges seront conservés en 2003 à Noirmoutier et Cannes.

Proposition de l'UF 6m JI de remettre un prix au premier bateau étranger en classique et moderne. Des réflexions sont lancées afin de redynamiser une coupe existante, Coupe de l'entente cordiale, ... dans les bassins.. Les comptes 2001 ont été approuvés à l'unanimité.

#### **Modification des statuts :**

Le bureau a présenté aux membres les modifications suivantes portant sur le renouvellement du mandat du président :

Article III des statuts, déposés :

« Le bureau est élu chaque année à bulletins secrets à partir d'une liste de candidats déclarés 15 jours avant l'Assemblée Générale.

Le président est élu parmi les candidatures exprimées par l'A.G. des membres actifs pour un mandat de 3 ans non renouvelable. »

« ...le mandat de 3 ans non renouvelable. » du président sera modifié auprès de la Préfecture de Police en : « ... le mandat de 3 ans renouvelable une fois. »

#### **Relations avec l'ISMA :**

Continuer les relations, inscrire une dizaine de bateau à l'ISMA pour avoir une représentativité importante. L'ISMA a élu un nouveau bureau.

Le bulletin d'information Suisse devient le Bulletin officiel de l'ISMA. Le site de l'association est momentanément transféré sur le site : <http://www.6metre.ch>

Le suivi de ces relations sont effectuées par le secrétaire de l'Union Française des 6m JI et je vous remercie de ne pas interférer dans ces relations jusqu'à la nomination d'un responsable à ce poste.

#### **Cotisation 2003 :**

La cotisation sera conservée à 90€ par bateau. Cette cotisation doit être acquittée pour toute participation

aux Challenges par bassin, ainsi qu'aux épreuves internationales.

Pour les bateaux souhaitant courir les Championnats du Monde de Saint-Tropez, nous vous remercions de le signaler lors du retour des cotisations.

Vous trouverez un bulletin d'inscription ci-joint.

**La coupe Edmond de Rothschild 2002 :** classement commun des challenges de chaque bassin. Chaque bateau inscrit à l'Union Française en 2002 et ayant participé à au moins un challenge sera comptabilisé pour la Coupe finale.

Le vainqueur de cette Edition 2002: May Bee VIII, suivi de Bravade VI et Vert Galand.

Pour toute interrogation, n'hésitez pas à me contacter.

Cordialement,

Jérôme BRUNET-MORET

Secrétaire UF 6m JI

PS : coordonnées

Tel Port : 06 63 41 41 67

Mail box : [jbrunet-moret@eurosport.co.uk](mailto:jbrunet-moret@eurosport.co.uk)

L'initiative de Jean Denis Sarraquigne de créer une flotte de 6mJI à Saint-Tropez





We are very happy to read about the initiative of Denis Sarraquigne to build up a 6mJI fleet in Saint-Tropez. It's not only a wish, Denis has started with friends to restore two classic 6mJI. One is the 6mJI *Catherine*, a Nicholson design of 1935, the other is *Saskia of Rhu*, a design of Alfred Mylne, 1935, too. Have a look at the photos which Denis kindly sent us for publication. They are also of „historical“ value:

Catherine



Saskia of Rhu



Saint Tropez le 27/02/03

Attention Best Furrer

Cher Ami,

Merci pour les demandes d'informations. En voici quelques unes qui peuvent intéresser la Classe.

Pour le Championnat du Monde tout se déroule pour le mieux sauf que le programme est encore en train de changer et que nous allons maintenant vers les 3 mois de retard pour créer la brochure de l'évènement. Cela est très handicapant pour certains bateaux qui ne viendront plus ou pour des partenaires à qui nous ne pouvons donner aucun document de qualité.

Il y a à présent 30 inscriptions. C'est bien mais je rêve aux 50 bateaux. C'est le moins que l'on devrait réunir pour une World Cup et j'ai peur que les 8 Metre soient plus nombreux que nous la même semaine en Bretagne pour leur Championnat.

Il faut aborder au cours de la prochaine Assemblée Générale les catégories de bateaux afin d'avoir des groupes plus homogènes et la création chez les Huit et les Douze de la classe des "vintage", vététarian et élite a permis de renforcer la participation aux régates très sensiblement.

Le Chantier de restauration de SASKIA OF RHU Plan et Building Alfred Mylne 1935 a commencé et se poursuivra jusqu'au début Juin. Personne ne sait si ce bateau a une aptitude particulière à la régate. J'ai le sentiment qu'il est plutôt un bateau de brise.

Quant à Catherine, Nicholson 1935 comme tu pourras le voir sur les photos il est dans un état qui nécessite environ 8 mois de travail à temps complet et nous espérons le voir naviguer en 2004 à Porto Rotondo. C'est en tout cas une superbe bateau, très fin et très "british" qui est très rapide par petit temps comme le précise Tim Street dans sa dernière lettre (n° 8) de février 2003 que tu as certainement reçu et que tu peux surement utiliser.

Le programme de ces deux bateaux est d'accomplir une restauration "vintage", de garder mâts et bômes en bois, voiles souples et look d'époque. Il vont constituer à Saint Tropez un début de flotte Six à laquelle Richard Bond, avec Caprice à déjà adhéré. Nous recherchons d'autres candidats à un mouillage à Saint Tropez !!

Je te donnerai d'autres infos de la World Cup pour ta prochaine édition.

Je te remercie et t'assure de mes sentiments les meilleurs et les plus sportifs.

  
Jean Denis Sarraquigne





## BISMA Autumn/Winter Report

### July 2002; Race Reports

Sequential regattas gave us four delightful racing days on the Solent.

**The Royal Corinthian Regatta** opened with races on 25<sup>th</sup> and 26<sup>th</sup>, followed by the **Household Division Sailing Club Regatta** on 27<sup>th</sup> and the **Royal Yacht Squadron Regatta** on the 28<sup>th</sup>. Unfortunately the latter was dogged with little wind and after the second postponement, the sole 6 Metre entrant Thisbe withdrew.

Six boats (three Modern and three Classics) attended the Royal Corinthian Yacht Club International Six Metre Regatta, and enjoyed the hospitality of the RCYC. Robin Richardson (Sailing Secretary) went to considerable effort to make sure we enjoyed both the racing and social activities.

We all met during the evening of the 24<sup>th</sup> at an enjoyable reception and barbecue at the RCYC. After briefing on Thursday, racing started in light winds and sunny skies. Sea breezes came up in the afternoon and we all felt the regatta was off to a good start. This bonhomie continued into the evening when we attended a champagne reception and dinner in the Prospect, the home of the Sir Max Aitken Museum. The museum contained the most interesting artefacts; mementos of Sir Max's extraordinary life. His contribution to Cowes and boating was astonishing; the then Museum manager David Ireland gave us an insight into the breadth and depth of the collection. It was sad to hear that David died shortly afterwards; we have expressed our condolences.

### Thursday Results

Moderns: 1<sup>st</sup> Georgia, 2<sup>nd</sup> Conch Fritters, and 3<sup>rd</sup> Thisbe

Classics: 1<sup>st</sup> Caprice, 2<sup>nd</sup> Finvola, and 3<sup>rd</sup> Mena

Friday started in light winds and sunny conditions. Again the breezes came in and we saw Cowes at its best.

### Friday Results

Moderns: 1<sup>st</sup> Conch Fritters, 2<sup>nd</sup> Georgia, and 3<sup>rd</sup> Thisbe

Classics: 1<sup>st</sup> Caprice, 2<sup>nd</sup> Finvola, and 3<sup>rd</sup> Mena.

The informal prize giving was transferred to the Royal Yacht Squadron where the overall results were announced:

Moderns: 1<sup>st</sup> Conch Fritters, 2<sup>nd</sup> Georgia, and 3<sup>rd</sup> Thisbe

Classics: 1<sup>st</sup> Caprice, 2<sup>nd</sup> Finvola, and 3<sup>rd</sup> Mena.

Saturday again provided us with light winds, freshening throughout the day. Solent tides provided some interesting beating. Being a newcomer to these I found it unusual to sail close hauled onto our buoy... A fast learner!

All thanks to the three clubs for their hospitality. Robin Richardson in particular made our two days a delight. Rupert Erskine Crum of the Household Division YC was very helpful and they both hoped we would return next year. The Royal Yacht Squadron was, as always a friendly host.

## August 2002; Race Report

Fowey Regatta: 20-25<sup>th</sup> August

After enjoying the delights of Fowey during the British Open Championships, four Sixes returned to take part in the Fowey Regatta. Some sixty boats ranging from Sunbeams to Farr 40s took part, giving the Racing Committee an interesting time. The round the buoys course takes the mixed fleet well out in St Austel Bay. The week's sailing has, over the years become a focal point for the most surprising entries, one year included a 12 Metre! Being conveniently placed after the Fastnet, returning boats often come in for a few days relaxed sailing.

As can be guessed, the essence of the week is a mixture of relaxed sailing and friendly competition with plenty of social activity. Fowey Carnival takes place at the same time and the estuary hosts firework displays, strange river races and gig racing. It is a busy week.

The courses vary according forecasted wind and the mood of the Race Committee - both being unpredictable.

The Six Metres started with the local Ballards but it became evident that there was little competition and most Six Metres finished well amongst the IRC boats.

The first two days racing is organised by the Royal Fowey Yacht Club, the third days racing by the Fowey Gallants Club, the fourth day is for the Lloyds Cup and the last day is somewhat euphemistically called the Polruan Regatta.

As far as one can see the only rule that is sacrosanct is that the race must finish before mid-day – purely for thirst reasons.

There was some discussion over handicapping. Tim Street's mastery and authority was sadly missing and final positions were well, allocated...

## Results; Fowey Regatta 2002

### PORT OF FOWEY ORGANISING COMMITTEE

OOD: Royal Fowey Yacht Club Regatta  
 Wind: International Six Metres  
 Sea: Tues. am 20th Aug 2002  
 Flag: Nautical 2  
 Start: 10:15:00      Yachts entered: 4

Sail No.	Finish Time	Owner	Yacht	Type	PYS	E. Time	C. Time	Order	Points
102	12:05:20	Martin R	Bear	6m	1000	1:50:20	1:50:20	1	0.75
48	12:08:47	Bond R	Caprice	6m	1000	1:53:47	0.079016204	2	2
81	12:09:36	Pope B	Kirlo	6m	1000	1:54:36	0.079583333	3	3
66	12:17:03	Thomas A	St Kitts	6m	1000	2:02:03	0.084756944	4	4

**PORT OF FOWEY ORGANISING COMMITTEE**

OOD: Royal Fowey Yacht Club Regatta  
 Wind: International Six Metres  
 Sea: Wed. am 21st Aug 2002  
 Flag: Nautical 2  
 Start: 11:45:00 Yachts entered: 4

Sail No.	Finish Time	Owner	Yacht	Type	PYS	E. Time	C. Time	Order	Points
81	13:53:30	Pope B	Kirlo	6m	1000	2:08:30	2:08:30	1	0.75
102	14:02:26	Martin R	Bear	6m	1000	2:17:26	2:17:26	2	2
48	14:04:41	Bond R	Caprice	6m	1000	2:19:41	2:19:41	3	3
66	14:15:27	Thomas A	St Kitts	6m	1000	2:30:27	2:30:27	4	4

**PORT OF FOWEY ORGANISING COMMITTEE**

OOD: Royal Fowey Yacht Club Regatta  
 Wind: International Six Metres  
 Sea: Thurs.am 22nd Aug 2002  
 Flag: Nautical 2  
 Start: 11:45:00 Yachts entered: 4

Sail No.	Finish Time	Owner	Yacht	Type	PYS	E. Time	C. Time	Order	Points
81	12:34:18	Pope B	Kirlo	6m	1000	2:19:18	2:19:18	1	0.75
48	12:43:57	Bond R	Caprice	6m	1000	2:28:57	2:28:57	2	2
102	12:47:34	Martin R	Bear	6m	1000	2:32:34	2:32:34	3	3
66	12:51:46	Thomas A	St Kitts	6m	1000	2:36:46	2:36:46	4	4

	Points	Placing
Bear	5.75	<b>2</b>
Caprice	7	<b>3</b>
Kirlo	4.5	<b>1</b>
St Kitts	12	<b>4</b>



„Conch Fritters“, BAH 1, „Bear“, GBR 102 and „Caprice“, GBR 48

## USA Newsletter [www.6mrnorthamerica.com](http://www.6mrnorthamerica.com)

**Matt Cockburn**

**Puget Sound Six Meter Association December 19, 2002**

**1623 39th**

**Ave**

**Seattle, WA 98122**

### *Fleets News*

#### *Vancouver, BC*

A couple of long hidden and assumed lost Fife boats have emerged from deep hiding holes and will hopefully join the current Vancouver Fleet of KC 12 Ça Va and US 79 Starwagon. More boats could surface in Northwest Canada, as there are still a number of unaccounted for boats and many out-of-the-way places for boats to hide.

KC 16 Fintra II, ex. K 10 Fintra II. 1933 Fife. Owned for years by Anatole Zeitseff, but the boat disappeared after his death until Randy Cunningham (owner of Ça Va) spied her as a derelict in a West Vancouver boatyard. Randy played matchmaker and found 2 men willing to perform the necessary surgery; Rainer Muller and Tony Griffin. She had been altered through the years with a cabin, small inboard and modified counter and rudder. Copies of the original plans have been acquired from Fairlie and I've heard that a full, uncompromising restoration is in the works.

KC 19 Erin, ex. Saskia II, ex. K 43 Glicky, 1934 Fife. She was owned by the same family in Northern British Columbia for many years, but never raced with the large group of Northwest sixes which were active in the 60's and 70's. She requires some work and has been acquired by the same boatbuilder who is performing the work on KC 16 Fintra II. Today, both Fife boats sit side by side in the shop.

#### *Seattle*

US 90 Fokus III, ex. Exit, ex. Little Sister, ex. N 79 Fokus III – 1948 Bjarne Aas design which is a sister to Hans Oen & Charlie Hoffmann's N 80 Elisabeth X. She has been in various backyards for over 20 years. Jim Mateer, who has just opened his own boatshop, has acquired this heavy air powerhouse and has begun the big work. She needs a new deck, many frames, and more. He hopes to have her in the water for the 2003 season.

US 72 Lulu – 1937 S&S design. In the water, but looking for a dry spot for the Winter. She has been acquired by Craig Downey who intends to perform the critical work this Winter so he can get her back on the race course for 2003. Much more will be done in the next several years, but she needs a new mast step and areas of her deck repaired before she can sail. She was originally built by Nevins (side by side with US 77 Fun – now in France) for America's Cup winner and famous sportsman Briggs Cunningham. US 72 Lulu was the first winner of the Bermuda Gold Cup, defeating K49 Saga, as well as the 1937 Scandinavian Gold Cup winner in an epic battle that went out to the 7th race. This event was described so well in Henrik Ramsay's 'Sommar och Segl'. She made her way West during WWII and sailed in San Francisco under the name Strider, and St Francis II. She came to Seattle in the 60's.

N 61 Lulli II – 1936 Bjarne Aas design. High and dry. Won the silver medal at the Berlin Olympiad behind the disqualified Swiss-'Ylliam' and Great Britain's 'Lalage'. Never showed herself well in the Northwest and has seemed to go from one sad story to another. Back in the 60's she was called "W.T.M." – which stood for White Trash Manor – the name of the house where the 3 bachelors who owned her lived. Having seen her personally, I can say she looks OK for all of the abuse she's suffered. Still needs a lot of love. Current owner traded labor (barn building) for the boat and has the dream, but has never sailed a six, much less been on a race course. I'm fairly certain he has no idea what he's doing. As of late December 2002 we cannot locate the boat and the owner appears to have dropped out of sight. We're looking.

KC 6 Buzzy II, ex. S 62 Trickson VI – 1938 Arvid Laurin design. High and dry. Owner of 20 years is threatening to begin the project this year. He has taken a shipment of black locust for the frames, which is a good sign. This is an interesting boat that can be deadly fast in the right conditions. But is hard to keep – "in the groove". She has very tight bends in the bilge and Laurin exploited minimum beam (I think she's narrower than 6 feet) and maximum waterline with this design. I hope we see her in 2003. Its probably more likely for 2004.

US 66 Indian Scout – 1936 Herman Whiton design. High and dry. Romped to victory in Hanko, Norway in heavy air to become 1936 Scandinavian Gold Cup winner. Should've been in the Olympics that year, but Whiton was an outspoken critic of the Nazis and may not have been welcome in the country. Owner's father in law started work on Scout 15 years ago, but nothing has been done since. The plight of this boat has started discussion of an underground Society for the Prevention of Cruelty to Sixes or SPACS. We, oops, I mean "they" plan to steal the boat and give her to someone who will actually do something, anything, constructive with her. We're looking into a helicopter to airlift her to an as-yet-unknown but highly secret location. We're all fairly certain that the current custodian wouldn't recognize her if she was actually floating, much less know her sail number if he happened to see the boat on the water.

KC 16 Noa, ex. K 49 Noa – 1948 McGruer design. High and dry. Karl Mailwald has owned this boat for over 15 years thinking he'd perform the restoration. "Someday" has never come and he's now decided to sell for whatever he can get. The plant life near and on her have taken a serious interest in her cedar deck and Honduras mahogany planking. Very sad. I'd be shocked and amazed if this had a happy ending.

## **San Diego**

US 35 Saleema – 1928 Sherman Hoyt design. Currently residing in C.F. Koehler's boatyard with a hefty lien against her. C.F. will likely gain ownership of the boat shortly and finish the restoration to make her the third active six in San Diego, along with US 43 Sprig and US 88 Freudian Sloop, ex. Big Apple. US 54 Sceptre, ex. Bobkat II – 1931 S&S design. Competed with teammates US 55 Lucie, US 56 Jill, and US 60 Nancy on the victorious American team in the 1932 British American Team Races. Recently located in San Diego. She has been modified with a small cabin and inboard engine. Could soon be restored to original and become part of a building fleet in San Diego.

## **Port Huron**

US 55 Lucie – 1931 Clinton Crane design. Modified in 1934 to drawings by S&S, just like US43 Sprig. It would not surprise me if the Rule 2 to Rule 3 modifications were made side-by-side at Nevins. Famous boat which competed on several British American team races. Her stern has been docked by

about 3 feet. Owner performed a restoration of sorts about 5 years ago. The boat appears to be covered in GRP, at least below the waterline. Owner Patrick Henley also just completed restoring Mitena, a 12 meter.

US 90 Irene, ex. D41 Zamboanga, ex. Aa Aa (also US 69 Irene)

This boat was owned for many years by the Beebe family and was the first 6 meter to come to Port Huron. She has been acquired by one of the Conger brothers and is in the process of restoration. As Irene needed a new mast, I pointed Phil Conger to the availability of an abandoned aluminum spar located in Toronto, and he was appreciative.

The Port Huron guys have all sheathed their boats in epoxy or fiberglass. They are all Classics. All also have cutouts behind the helmsman for outboard motors. The yacht club is situated on the St Clair River a mile or so from Lake Huron. The St Clair is the outlet for Lake Huron, so the current is fairly strong, enough so that you could not sail against the current to get to the lake. This fleet is fairly secretive, but at one time had up to 10 boats. Their active number is down to 4 to 5 boats, but they are all still there in various states of repair. I do not know the condition of most:

US 55 Lucie— 1931 Clinton Crane

US 69 Beauvais – ex. N77 Ilni, ex. Else Marie. 1946 Erling Kristofferson. Probably swapped sails at one time with Irene, thus her inconsistent number.

US 78 Solenta – ex. K 56 Solenta. 1938 C&N built for the Trimminghams of Bermuda

US 89 Dodo – ex. D50 Dodo also US 78 Ellen. 1934 Bjarne Aas. I suspect another sail swap here, thus the former US number.

US 90 Irene - ex. D41 Zamboanga, ex. Aa Aa (also US 69 Irene). 1931 Aas.

US 91 Vinnia – ex. N 57 & L26 Vinnia. 1934 Christian Jensen design, built by A&J.

US 94 Ondine – 1951 Whiton/Stephens collaboration built by Bjarne Aas. Double ender.

US 99 Why Not – ex. US 88 Why Not, S 59 Why Not. 1947 Tore Holm. Modified to have a separate keel and rudder in the mid-70's.



## Toronto Environs

US 68 Mood – ex. Bobkat III, ex. Firecracker. 1934 S&S with keel modifications done in 1948. Built by Nevins in Tabasco mahogany. She was “de-boned” and covered in GRP in and out in the mid-70’s. Owned by Duncan green since 1963. He says she’s in good shape. I wonder. I noticed recently in Olin Stephens’ new book “Lines”, that this boat was tank tested before Goose at the Davidson Labs.

KC 1 Merreneito”– ex. L22 Merreneito

1927 Zake Westin design. This boat came over for the Scandinavian Gold Cup and never went home. Is the first six in Canada, owned by RCYC Commodore George Gooderham. Now owned by a boat restoration shop who refuses to sell the boat out of Canada. He would prefer to perform a full restoration, which he estimates would cost US\$100,000. I don’t see it happening, at least not in this guy’s deluded lifetime. Several Finns have approached him, but he rebuffs them in the name of Canadian history and heritage.

KC21 Junge’– ex. D40 Amaryllis, KDY 1930

1930 Nordbjaerg. Modified for cruising. Owned by the same boat restoration shop as above. Very rough. He’d sell her, but I have no idea to whom.

KC 26 Sira – ex. D 49 Kitsita II

1936 Reimers design. Reportedly in very good condition.

## Independents

US 23 Madcap

1922 Sherman Hoyt design sailing on Lake Norman, North Carolina. Owned by the same family for at least 50 years. Modified to have a small cabin for cruising. In very good condition and the owners are passively looking for a new owner.

KC 11 Alana, ex. K 26 Priscilla III – 1930 Fife design. Toby Rhodes purchased her from Randy Cunningham, who had found Alana on a scrap heap on Vancouver Island. She was in a bad way, her lead having been blowtorched right off the keelson. Toby shipped her to Maine (3200 miles) for a full restoration. Things have gotten out of hand with this one and I’m sure there will be strong feelings once this project becomes widely known. Since a new keel had to be made anyway, Toby commissioned David Pedrick Yacht Design to make a “sympathetic” modification of her keel profile to be “upgraded” to Rule 3. She will still be a “full” keeled boat, but her lead will have a new shape, be lowered and brought farther forward. This modification was done with particular influence from the S&S boats of around the same time (Mr Pedrick

obtained the lines of Goose from S&S as a benchmark to work from). Mr Pedrick did his homework, but could not find anything contained in our Rule or listed at ISAF that specifically forbids this type of modification. In fact, the folks at ISAF said they hadn’t heard from ISMA in years and wouldn’t even know who to talk to. Mr Pedrick subsequently contacted Thomas Lundquist, who gave the OK, and so the changes were designed. Toby has done everything to be within the rules, and has devoted a lot of time and energy to make Alana a perfect new boat. Her major work has been completed and she’s been painted. She will likely go into the water in Spring. Toby will have to get a new measurement certificate, presumably from Ken McAlpine (he measures all of the 12 meters and AC boats and is based in Newport, R.I.) when he returns from the America’s Cup stuff in New Zealand. If Toby ever brings Alana to an event with other sixes it will be interesting to see how she performs against the Rule 3 boats. There are many other sixes that received the same types of modifications back at the turn of the Rule, but not for a little while.

I am aware of the state of most of the boats still in existence here in the USA and Canada. The boats I’ve mentioned above are new cases, or ones which have something new or interesting to report. There are many more boats, so if you have specific questions, please contact me.

On another topic, I recently acquired Franco Pace’s new glossy book, “Sparkman and Stephens Classic Designs”, and I can only say that I’m disappointed at his treatment of six meters in the book. The text was written by John Lammerts van Beuren, whom I greatly admire, but there’s less than 2 pages devoted to sixes, and the only photograph doesn’t even portray an S&S boat! I wrote to Franco last Spring and attached a comprehensive list of S&S sixes, but received no reply. I do not have his books on Fife and Nicholson, but I can only assume there’s not much on our Class in either of them. This leads to me to think there needs to be a comprehensive book written about our class. The one published by the Finns in Swedish is very nice, but hardly thorough or representative of the full history of the Class in the various countries and venues.

Below I have a rough draft of an outline of what I think would make a great book. Please tell me what you think. Of course, this is only dreaming at this point, but I think every 6 meter owner would buy the book if it were to be published and sold through ISMA.

## Proposed 6 Meter Book

Forward – By someone preeminent, like Olin Stephens, Pelle Pettersen

### A. Introduction

### B. 1907 London and the First Rule

1. Profile of Boats 1, 2, 3
2. Gallery and Extremes

### C. Rule 2

1. Profile of Boats 1, 2, 3 ( Maybe, Coila III, etc...)
2. Gallery and Extremes

### D. Rule 3

1. Full Keel boats 1, 2, 3 (Goose,
2. Modern boats 1, 2, 3 (Toogie IV, Valentina, Irene, Scoundrel)
3. Extreme Classics and Moderns

### E. The Classic Designers

1. Johan Anker 9. Francois Camatte
2. William Fife 10. Arvid Laurin
3. Milne 11. David Boyd
4. Charles Nicholson 12. McGruer
5. Bjarne Aas 13. Gosta Kyntzell
6. Tore Holm 14. Olin Stephens

### F. The Modern Designers

1. Olin Stephens
2. Gary Mull
3. Pelle Pettersen
4. Peter Norlin
5. Ian Howlett
6. Doug Peterson

### G. The Trophies and Competitions

1. British American Team Race Challenge 1, 2, 3, 4
2. Seawanhaka International Challenge Cup
3. One Ton Cup
4. Scandinavian Gold Cup
5. ISMA World Cup
6. Djinn Trophy (Classics Winner)
7. Coppa Giovanelli (European Champion – Modern)
8. President Wilson Trophy (European Champion – Classic)
9. Prince Edward “Bermuda” Gold Cup
10. Johan Anker Perpetual
11. Australian American Challenge
11. Various Olympic Competitions

### H. The Great Ones

1. Sven Salen
2. Herman Whiton
3. Louis Nouverraz
4. Virginie Heriot
5. Magnus Konow
6. Pelle Pettersen
7. Bernard Haissly
- I. The Big Registry

### J. Index

As I said, this is only a dream right now and I would like your input. Certainly there are enough materials out there to put something like this together. All of the subjective things I've inserted above are only to spark discussion on who and what should be included. I've mentioned trophies, designers and people from many places to point out that the book would cover the “world” of sixes. I've begun to acquire some valuable materials, and I know there's more out there. I believe you have a very large registry that may or may not be realistic to print. I have no idea how to actually get a book like this to print and will probably ask John Lammerts van Bueren how he was able to get his 8 metre book to press. Our class certainly has as much to say as the eights did.

Best Regards,  
Matt Cockburn

Secretary, Puget Sound Six Meter Association





Sprig



6mJI after the race

### 2002 North American Championships

1	Sockeye	119	Thayer, Hank	Newport Harbor YC	1	1	2	1	2	1	2	OCS	1	2	13.0
2	May Be VII	87	Davis, Joth	Port Madison YC	5	4	1	2	1	2	1	1	2	3	17.0
3	Saga	73	Mackey, Kimo	Port Madison YC	2	2	6	4	3	3	3	2	3	4	26.0
4	Sprig	43	Stewart, Greg	San Diego Yacht Club	4	5	4	3	4	4	5	3	4	1	32.0
5	Haute Flash	123	Goodfellow, Pat	Seattle Yacht Club	7	7	DNS	5	6	6	4	4	5	5	49.0
6	Buzzy III	97	Cockburn, Matt	Scuttlebutt Sailing Club	3	3	5	6	5	5	6	DNF	DNS	DNS	51.0
7	Hanko II	96	Keys, Ron	Port Madison YC	6	6	3	7	7	7	7	5	6	6	53.0
8	Starwagon	79	Van Der Star, Aart	GVYC	8	8	7	8	DNF	8	8	6	7	7	67.0

Another perfect set of races under clear blue skies and fantastic, consistent wind for 3 days of 12 -15 knots. Hank Thayer flew up from Newport, CA for the racing and started off with an impressive 1,1,2. The Sprigands hosted everyone for a wonderful party that evening on their charter boat, the MV Paul Johansen, a former Norwegian coastal patrol boat. There was some grumbling about the shortness of the race course (approximately 4 miles), and the promise to consult with the RC for Saturday's races.

Saturday's racing saw Joth Davis in Maybe VII climb into contention. Hank and Joth traded wins in the 4 races and seemed to be sailing a different race than the rest of the competitors. Sunday saw more of the same breeze and clear skies, and Hank was OCS in the first race, which really opened the door for Joth, but Hank finished strong and threw out the worst score to win for the glory of Newport Harbor Yacht Club.

### The Outlook for 2003

The Puget Sound Fleet is picking up momentum. Two long dormant boats have new owners and are expected to get back out on the race course – Craig Downey has acquired US 72 Lulu, a 1937 Sparkman & Stephens design, and Eric Jespersen has purchased CAN 37 Frenzy, ex. US 107 Frenzy, a very low displacement design by Britton Chance, Jr. from 1978. Adding to these boats will be the re-emergence of US 81 Goose, as well as the possibility of US 90 Fokus III.

We intend to sail for the Sir Thomas Lipton Cup on the weekend of September 20-21, 2003. Anyone interested in sailing in Seattle as a guest or charterer should contact Matt Cockburn at [cockburn@sprynet.com](mailto:cockburn@sprynet.com) or call (206) 328-1240.

Faithfully Submitted, Matt Cockburn, Secretary, PSSMA

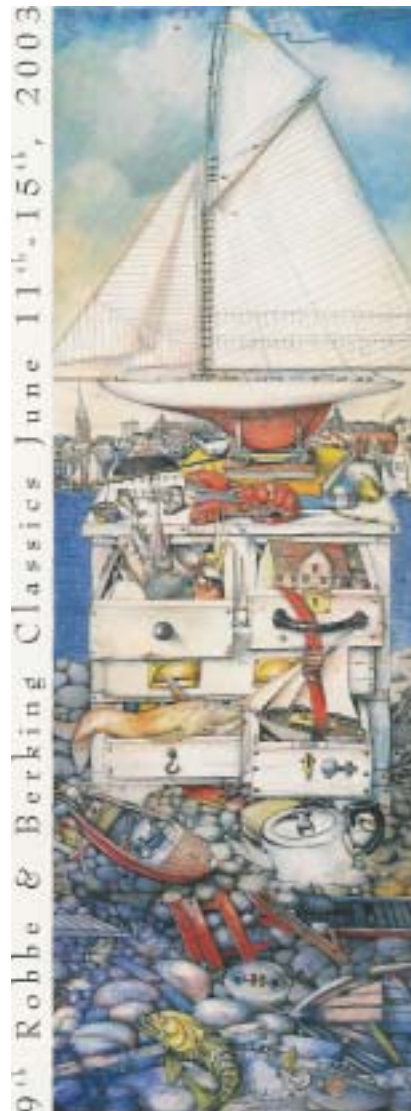


## 6mJI activities in Germany 6mJI Aktivitäten in Deutschland

Leider sind uns aus Deutschland keine Nachrichten eingegangen.

Unfortunately we did not get news from Germany.

6mJI „Vaestanflakt“, S 27, 1926 and „Elisabeth IX“, GER 14, 1931 at the Classic Meeting in Laboe, Germany, © by Meer&Yachten



### WEDNESDAY, JUNE 11<sup>th</sup>, 2003

• In the afternoon:  
Arrival of the int. 5.5m, the 6mR and the 12mR yachts.

• From 1:00 p.m. onwards:  
Fly opportunity at the Fleischaeger Segel Club  
Other times have to be coordinated with the harbor master  
(phone no.: 0349 118 4651 069).

From 5:00 p.m. until 7:00 p.m. distribution  
of the race documents in the race office at the point of the  
Fleischaeger inner harbor.

• 8:00 p.m.:

Lunch of the standing "Tops"

from the point of the Fleischaeger inner harbor.

Dinner on-board for all the  
Robbe & Berking 6mR and 12mR Starling Cups  
and int. 5.5m German Open participants.  
Return around midnight.

### THURSDAY, JUNE 12<sup>th</sup>, 2003

Up-and-down-races for the Robbe & Berking 6mR  
and 12mR Starling Cups and the int. 5.5m German Open.

• From 7:00 p.m. onwards:

Barbecue for all participants in the old boats hall  
of the marine academy Mielow.  
Skateboard will leave from 8:30 p.m. onwards from  
the point of the Fleischaeger inner harbor.

### FRIDAY, JUNE 13<sup>th</sup>, 2003

Up-and-down-races for the Robbe & Berking 6mR  
and 12mR Starling Cups and the int. 5.5m German Open.  
At the same time arrival of all motor and sailing yachts  
participating in the Robbe & Berking Classics.

• In the evening:

Get-together with live music.

### SATURDAY, JUNE 14<sup>th</sup>, 2003

• From 7:00 a.m. onwards:

All participants are invited to have breakfast together "ashore"  
in the sunset.

• 9:00 a.m.:

Helmholtz's get-together, afterwards leaving  
of all motor and sailing yachts.

• From 10:30 a.m. onwards:

Start of the Robbe & Berking Classics (this also includes the  
6mR and 12mR yachts) and of the up-and-down-races  
for the int. 5.5m German Open. At the same time start of the  
preparations for all motor boaters.

• In the evening:

Fun-going, live music and snack menu.

• Midnight:

Midnight fireworks

### SUNDAY, JUNE 15<sup>th</sup>, 2003

• From 7:00 a.m. onwards:

All participants are invited to have breakfast together  
Altenwerde canteen on the lower jetty.

Open day for additional races for the  
int. 5.5m German Open.



## Technical Informations

Jan Howlett hat folgenden Report für die Classic Owner verfasst. Wir finden diesen Bericht so interessant, dass wir ihn in voller Länge abdrucken:

Jan Howlett a établi le rapport ci-dessous pour les propriétaires de Classiques. L'intérêt nous en a paru tel que nous le reproduisons dans son entier :

I prepared the following for the Classic Sixes but thought it might be of interest - might fit in ISMA News also .

Best Rgds, Ian

### Deep Flotation

Here is my contribution to your thinking on the subject of Classic Sixes that have put on a bit of weight over the years . One of the staff at the towing tank in Rome had another nice turn of phrase regarding the human parallel - „, man is like a tree - every year another ring ....“ Sixes however may be restored ...

The weights of Sixes normally work out so that all the weight ex lead ballast keel is some 1150 kgs . Shell weighs about 600Kgs. Deck some 150Kgs

The above are not intended to be very accurate - just to give an order of magnitude to the deltas that we are seeing . If anybody has other available measured numbers please let me know and I will put them into the pot ! Consider the Basic Physics of adding 100Kg .

This is some 2.5% of displacement and causes an increase in immersion very close to 10mm . A full static high angle stability analysis tool was used to derive these numbers .

Relations will be essentially linear but 100Kg felt a sensible round number to consider .. I have taken a form of the correct canoe body proportions albeit one that tends more to a modern form - the numbers should be very close however to a „, standard Classic „, ie typical values .

NB Antsu has reported that 50Kg is a typical take up in the first month afloat.

Effect on waterline length ( NB will vary with type )  
. Upright adds 0.77% to DWL.

Heeled 30 degrees adds 1.0% to static waterline

Wetted Surface

Upright adds 1% to Wetted Surface. Heeled 30 degree adds 1%.

Stability

Adding 100Kg at the level of the deck reduces stability by 1 % .

Adding 100 kgs at DWL adds 1.2% to stability

Adding 100 Kg at -600mm ( bilge say ) adds 3% stability

In the L/V America's Cup in Newport there used to be an agreement to attempt(!) to race with dry bilges - sadly forgotten . Perhaps we should have the same phrase in our Race instructions ?

Adding 100Kg at -1000mm ( lead top say ) adds 4.3% stability .

The neutral point at which stability is unchanged is +400mm up from DWL ie weight can be added here without any stability effect .

From Davidson Laboratory tests - report No 67 - my records suggest that a delta of 5% stability changes the Vmg by a maximum of 0.025 Knot ( the high wind ) ie the effect on Vmg is 0.5% ie 0.8 metres per minute .

### **So where does the weight gain take place on the Classics ?**

It would seem logical ( just inspecting a construction plan ) that the „ centre of water absorption „ will lie somewhere around -400mm - thus from the above a boat that has absorbed 100Kg of water will have some 2% more stability + 1% more waterline + 1% more wetted surface .

From my experience in the towing tank over many years of Metre boat testing, adding weight to a model does not significantly affect resistance at sailing speeds - thus the principle effect to consider is that of stability.

The 10mm of increased immersion corresponds quite closely to the difference between flotation in fresh and salt water . Incidentally it strikes me that Sixes that have spent their lives in places of high salinity may well have increased their „ natural weights „, more than those that have been in Finnish or other low salt areas .

### **Suggestions**

It is the increasingly high level of competition that has brought about the need to address this issue . It is clearly quite inappropriate that owners who have conscientiously put a great deal of effort into making their boats as close as possible to original racing trim should find themselves racing at a disadvantage relative to owners who have not .

If overweight boats were not competitive we would not have a problem but as they certainly can be - we do .

Checking flotation with these boats is not easy because of the multitude of marks and effects of trim, roll and waves and flat long overhangs ... The method that I adopted with the Twelves and Sixes back in the early 1980s is to organise flotation sticks that live with the boat ) at the stem and at the transom . These are normally of flat aluminium alloy bar say 25mm by 3mm and attach via a screw in the deck ( they are bent through 90 degrees to allow this . They go into the water say 100mm and are clearly marked at DWL - these marks are put on at the same time as the measurement marks ie with a theodolite + a scale up and down .. So long as the water is reasonably still the result can be readily identified - works really well . At least we would then know what we have !

The importance of correct flotation is great - at the Olympics in Torbay in 1948 there was a flotation tank for checking - would be nice if we could organise a portable one of these for our important Regattas .

### **Living with excess weight**

If we know that all Classics have put on weight then why not live with that and take it into account ?

The Rule would thus be that a Six , whilst it would have all its original marks , would be allowed to sit ??? mm deep . This would be the same for all boats if properly organised and no boat should be disadvantaged.

If a boat can actually sit at its original marks and with its original weight of lead then perhaps its owner could decide whether or not to carry the extra weight in order to sit ??? mm lower ? ... in that season ... not a change for a particular regatta .

Just where that weight should be put would be a matter for the Classic owners but at least the Class has some kind of framework for decision .

Ian Howlett, Milan, 20. November 2002



## Informations of general interest Informationen von allgemeinem Interesse Informations d'intérêt générale

Matt Cockburn has brought it to our attention that a great book on the 8mJI was published in June 2000. For those interested:

The Great Eights – by John Lammerts van Bueren— Published by Yachting Library – June 2000 – ISBN 88-87737-05-3

Matt has suggested that a book should also be written on the 6mJI. He has already given some thought to its structure: it can be found in the USA newsletter

Matt Cockburn macht uns darauf aufmerksam, dass im Juni 2000 ein tolles Buch zu den 8mJI veröffentlicht wurde. Für Interessenten:

The Great Eights – by John Lammerts van Bueren— Published by Yachting Library – June 2000 – ISBN 88-87737-05-3

Matt schlägt vor, dass auch zu den 6mJI ein Buch verfasst werden sollte. Er hat sich bezüglich der Struktur bereits Überlegungen gemacht: siehe USA newsletter

*Matt Cockburn signale un livre fantastique sur les 8mJI édité en juin 2000 :*

*The Great Eights – by John Lammerts van Bueren— Published by Yachting Library – June 2000 – ISBN 88-87737-05-3*

*Matt propose qu'un tel livre soit aussi réalisé sur les 6mJI. Il a déjà réfléchi à sa structure : voir USA newsletter.*

Niklaus Waser has completed the renovation of his „Fintra“ to the extent that he will be able to take part in the 2003 WC this year. We look forward to the opportunity to marvel at the Classic 6mJI in St. Tropez.

Niklaus Waser hat seine „Fintra“ so weit fertig renoviert, dass er in diesem Jahr an der WM 2003 mitmachen kann. Wir freuen uns den klassischen 6mJI in St. Tropez bewundern zu können.

*Niklaus Waser a si bien mené la rénovation de « Fintra » qu'il peut prendre part au CM 2003. Nous nous réjouissons de pouvoir bientôt admirer ce 6mJI à St.-Tropez.*



Fintra am Kran



Fintra im Wasser



Peter König has sold his Classic 6mJI „Contessa“, GER 7 to Japan. The new owner is Yutaka Kobayashi, in Kobe City, Japan.

Peter König hat seine Classic 6mJI „Contessa“, GER 7 nach Japan verkauft. Der neue Eigner ist Yutaka Kobayashi, in Kobe City, Japan.

*Peter König a vendu son 6mJI classique, « Contessa », GER 7 au Japon. Le nouveau propriétaire est : Yutaka Kobayashi, de Kobe City, Japon.*



Contessa nach der Wasserung  
Contessa in touch with Japanese waters  
Contessa à la mise à l'eau

Yutaka Kobayashi's Tocher bereitet den Empfangsdrink für Contessa vor.

Yutaka Kobayashi's daughter preparing the drinks for the Contessa reception.

La fille de Yukata Kobayashi préparant le drink de bienvenue pour Contessa.



### GBR 93 on the ISMA news cover 2/2002

This 6mJI is „Shadow VI“. She was designed by the Blue Arrow Team – a group of designers who were part of an America Cup Challenge Team. Built in 1988 and much modified in 1998. She is owned by Sir Michael Cobham. He was very pleased that his 6mJI was used on the ISMA news cover. Unfortunately he had to racing her. (by Rees Martin).

### 6mJI painting from Brian Byrnes

The series of Paintings have now been completed and in the near future will be available for purchase as Limited Edition signed Giclee Prints. The price for each print is around € 240 + postage, packing and insurance. Meanwhile my web is [www.brianbyrnes.com](http://www.brianbyrnes.com)

Regards Brian



Agnes II



Alibaba II Fin 50



Elinore L35



Elisabeth X Nor 80



Finvola GBR 19



Fiona SUI 46



Elisabeth X Nor 80



Finvola GBR 19



Fiona SUI 46



Sting SWE 123




Thistle K 72



Toy FIN 44

The Saint Tropez Book  
If you haven't been in St. Tropez before, the following book will give a impression of this marvellous place at the Côte d'Azur.

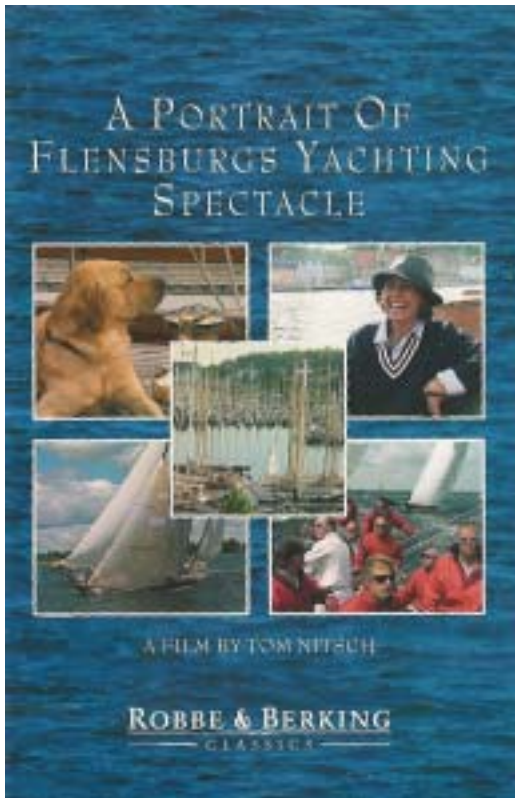


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## Skippern vom Ufer

**REGATTA** Es gibt eine neue Klasse in Deutschland: 1mR-„Yachten“ (Foto). Deren Skipper, bislang zehn organisierte, bleiben bei den Regatten an Land – die 1,5 Meter langen Boote werden funkferngesteuert. Die Idee entstand Mitte der Neunziger, als für die Entwicklung der bekannten 8mR-Yacht „Spazzo“ (Design Juliane Hempel) eine Negativform im Maßstab 1:9 gebaut wurde. Davon werden nun die Rümpfe für die 1mR-Boote abgenommen. Infos unter: [www.1mr.de](http://www.1mr.de).

## 1mR „Boot Düsseldorf“ Cup 2003

In diesem Jahr findet zum erste Mal eine Regatta der Klasse 1mR im Rahmen der Messe BOOT in Düsseldorf statt.

Gesegelt wird im Regattabecken in Aktionshalle 2. Die Rennen sind am Samstag den 25. Januar.

Die Veranstaltung ist in vier Teile zu je 20 Minuten untergliedert, so das es insgesamt etwa 8-10 Rennen geben wird.

Die Zeiten der jeweiligen Läufe sind:

11:50 - 12:10
14:00 - 14:20
15:25 - 15:45
16:40 - 17:00



Gesegelt wird um den „Schiffswerft Lindenau Cup“, der von der Kieler Lindenau Werft gestiftet wurde.



Die Veranstaltung wird von Christoph Schumann moderiert.

Für Interessierte stehen die Eigner der Boote nach den Rennen für Fragen zur Verfügung.

Rückfragen bitte an:

Stefan Ottjes

[ottjes@in2itiv.de](mailto:ottjes@in2itiv.de)

Fon +49 163 502 6868

### Submissions to the Racing Rules of Sailing

Member National Authorities and Classes (and others eligible to make submissions) are reminded that in accordance with Regulation 31.2.2, 2003 is the final year to make submissions to the Racing Rules of Sailing for inclusion in the next rulebook., 2005-2008.

All submissions should be made in accordance with ISAF Regulation 1.



Caprice©patricia.lascabannes

## 6mJI Historic Place

### Biography of Tore Holm

Dear sailor colleagues,

I am collecting material for the complete biography of Tore Anton Holm (1896-1977), the Swedish yacht constructor who became famous in the 6-Metre class, too, both as an outstanding designer and a phenomenal sailor. If you happen to have any relevant material, please, contact me as soon as possible. Such material may include personal memories and anecdotes, photographs, any papers and letters, or even original yacht parts. Several Holm yacht drawings are kept at the Maritime Museum of Stockholm. If you have - or miss - a drawing, let me know, too. All your rights to your material will be guaranteed. I look forward to your contact.

regards Tapani Koskela, Mr.

6-FIN61 s/y Silène III

address: Limingantie 12 C 11, FIN-00550 Helsinki, Finland

email: [tapani.koskela@fmi.fi](mailto:tapani.koskela@fmi.fi) tel: +358-9-790 660 (home); +358-9-1929 4154 (office); +358-50-584 9054 (mobile); fax: +358-9-1929 3146 (office)

### 1973 Worlds

„Henry Thayer““[mkthayer@attbi.com](mailto:mkthayer@attbi.com) let us know, that the winner of the 1973 6mJI World Cup was St. Francis V, US 100, designed by Gary Mull and skippered by Tom Blackaller. It was not St. Francis IV, ex .Toogooloo IV. He appreciates this correction to the ISMA News 2/2002.



## Market Place

Ruppert Street ([r@ptarmigan.org](mailto:r@ptarmigan.org)) wants to sell his 6mJI Asterix. He describes as follows:

Asterix - GBR 100 Ex:Irene - Swed 97 (World Champ 79)Michelle - GER 51 (Euro Champ 80) PP designed and built (1977) - sister ship of Fleau. Has been completely re-furbished (by Mark Downer who has built successful 5.5m) she has been faired, painted and modernised Howlett 2nd generation keel with modifications and wing rudder. Very pretty all-rounder: would like to go to someone wishing to win the Worlds.

### Charter a modern 6mJI

I have two owners in the UK who wish to take part in the World Championships in St Tropez. Both would like a ,modern'. A charter would be good as they both

have other boats. Basically they would like to arrive in St Tropez use the boat and leave.

Please advise.

Best Regards

Richard Hinde-Smith [richardhs@gb.northsails.com](mailto:richardhs@gb.northsails.com)

### Crew on a modern 6mJI

Nicolas Frey (the son of Pierre Frey, owner of 6mJI Vega Z 2) is interested to give a hand on a modern 6mJI. He speaks French and English. Please contact him by e-mail: [Nicolas\\_Frey@hotmail.com](mailto:Nicolas_Frey@hotmail.com)

### 6mJI Mandragore F88 for sale



Mandragore am Kran

Mon père est propriétaire d'un 6mJI du nom de „Mandragore“ portant le numéro de voile F88. Ce voilier construit en 1939 est aujourd'hui en Bretagne à LaTrinité-sur-Mer. Nous souhaitons vendre ce 6mJI. Cordialement Henri Thibault [mailto:htibo@club-internet.fr](mailto:mailto:htibo@club-internet.fr) Jean-Pierre Thibault - contact:00 33 1 30 58 45 26

### 6MJI F.88 „MANDRAGORE“

Dessiné en 1938 par l'architecte André Camatte (Fr), FOU(Mandragore) est construit au chantier Bonnin en 1939(Bordeaux). En 1949 DINGO (Mandragore) est prêt-selectionné Olympique. En 1985 Mandragore est 3ème des Chpt du Monde des 6MJI classique à Cannes. Par ailleurs de 1939 à 1992 Mandragore a participé aux différentes régates de la côte Atlantique en France.

La coque construite en bordées joints d'acajou et membrures d'acacia est resté d'origine. En 1981 dans un chantier Italien de la Spécia, certaines membrures ont été doublées dans le milieu de la coque et l'intérieur est vernis epoxy, le dessin de pont d'origine a été doublé en west system epoxy de 10mm, puis le bateau fut conduit au chantier de Philippe Durr en



Innenleben

Suisse où il a été équipé d'un mât moderne Favre Spar. Aujourd'hui la coque, le gréement et l'aquastillage (moderne et récent) de Mandragore sont dans un état parfait pour la régate par tout temps. Son seul point faible est sa garde robe: 3 grands-voiles, 6 Génoas, 4 Spinnakers (les grands-voiles, 4 Génoas et 2 Spinnakers sont inutilisables pour la régate). Ce 6MJI est typé pour les vents soutenu mais sa 3ème place au Chpt du Monde en 1985 dans les petits airs de la Méditerranée en font un voilier complet.

Le voilier est visible au chantier KERVILOR à la Trinité-sur-Mer. Les 3 photos ci-jointes représente Mandragore en régate en 1989 dans la baie de Quiberon en France, les travaux 2002 sont les derniers réalisés où le vernis epoxy a été entièrement rénové, Mandragore dans les sangles du chantier Kervilor avant sa mise à l'eau l'été 2002.



Mandragore unter Spi

## 2003 Events and Regattas

With the increasing contacts with the international 6mJI fleets we have succeeded in producing a 2003 Regatta Calendar which shows the international, national and local events at a glance. The list gives an idea of the numerous activities in our Class !

Mit den zunehmenden Kontakten zu den internationalen 6mJI Flotten ist es uns gelungen einen Regatta Kalender 2003 zu erstellen, welcher die internationalen, nationalen und lokalen Events auf einen Blick erkennen lässt. Der Überblick vermittelt die vielen Aktivitäten in unserer Klasse !

*Grâce à l'augmentation des contacts avec les Flottes internationales de 6mJI, nous sommes parvenus à établir un Calendrier des Régates qui permet d'identifier d'un coup d'oeil les événements internationaux, nationaux et locaux. Il fournit une vue d'ensemble des nombreuses activités de notre série qui confirme les attentes confiantes du Comité de l'ISMA.*

### 6mJI Races / Regatten / Régates 2003

#### Régates Internationales; régates clefs pour 6mJI

#### International regattas; key regattas for 6mJI's

#### Internationale Regatten; Schwerpunktregatten für 6mJI

(status : March 15th, 2003)

Datum 2003	International	Léman	Bodensee	Name	Ort	Bemerkung
Ostern PâquesEaster	FRANCE 6mJI Regatta Cannes			Preliminary information Details will follow	YC Cannes	More informations later or with the PresidentBernard Haissly
3/4 mai		SNG		Criterion d'ouverture	Genève	
17/18 mai			Überlingen	Trainingsregatta		-->Einladung: www.6metre.ch
24/25 mai			Überlingen	Trainingsregatta		-->Einladung: www.6metre.ch
24/25 mai		SNRolle		Coupe de la Harpe	Rolle	
14./15. Juni			YCRo	Jubiläums-regatta	Romans-horn	Kollison
12./14. Juni	FRANCE Coupe Méditerranée, YCST		Training vor WM	St. Tropez	Training zurWM 2003	
15./19. Juni	Weltmeister-schaft2003, YCST			WorldChampionship	St. Tropez st-tropez.com	www.yacht-club- st-tropez.com
King Olav V Cup	USA			Port Madison		14/15 June
11/16 June Classics 2003	Germany Robbe&Berking			6mJI Sterling Cup	Flensburger Segelclub	www.robbeberking.de/ classics2003

Datum 2003	International	Léman	Bodensee	Name	Ort	Bemerkung
20./21. Juni			Lindau	Rundum Langstrecken -regatta	Lindau	
23./26. Juni			Arbon	Mondscheinwoche	Arbon	Jeden Abend Start 1900
30 juin / 4 juillet		CVSNG		Semaine de la Voile100 ans SNG	Genève	www.nautique.org
4 / 6 juillet		CVSNG		Probablement avec la	Genève	Probablement
	Championnat de série	Semaine de Voile	2003		Championnat de classe	2003
5./6. Juli			Unteruhl-dingen	Pfahlbau-regatta	Unteruhl-dingen	Grösste 6mJI Beteiligung
10/12 July	FINLAND Nordic Championship for Classic& Modern 6mR Yachts		Mariehams Segelförening		Marieham	
22/23 July	UK Royal Corinthian 6/8 Metre Regatta		Cowes		CowesIsle of Wight	
24/28 July	Royal Solent British National Championship		Yarmouth		YarmouthIsle of Wight	
28/31 juillet	FRANCE Les RégatesLancel		La Baule	Régate ouverte au yachts de la jauge métrique		
2./3. August				Ost-West Regatta		Langstreckenregatta
2/ 5 août	FRANCE Les Régates Lancel		Noirmoutier	Régate ouverte au yachts de la jauge métrique		
16./17. August			Bottighofen	Pokalregatta	Bottighofen	Gute 6mJI Beteiligung
18/21 August	UK		Fowey	Fowey Regatta	Royal Fowey Yacht Club	
23/24 August	FINLAND		Meren-kävijät	Open Class Championship Helsinki for Classic 6mR Yachts		
21/24 August	GERMANY German InternationalSix Metre Cup			Kiel		Kiel
23/24 août		CVSNG		Memorial Copponex	Genève	
23./24.August			Konstanz	Versuch dort eine Regatta zu lancieren	Konstanz	Unsicher
13./14. September				Kreßbronn	Kreßbronn	Gute 6mJI Beteiligung
6/7 septembre		SNNy		50ème anniversaire	Nyon	
13/14 septembre		CN Versoix		Coupe Kim	Versoix	
20/21 september	USA Sir Thomas Lipton Cup		Shilshole Bay			www.seattleyachtclub.org
22/27 septembre	FRANCE Régates RoyalesCannes		Cannes	Régates Internationales	Cannes	
30 sept au 4 octobre	Voiles de St. Tropez		SNST		St. Tropez	



## Closing words Schlusswort Salutations

We have endeavoured, dear reader, to give you a further insight into the world of the 6mJI. We hope that we – the editorial team and the many others who helped – have succeeded in once again conveying to you the joy of the “beauties” and”– with the imminent season in mind – in sailing as well. We are now also moving from the editorial office to the water. We are already looking forward to being able to report on the numerous regattas and events in 2003 in the Autumn edition.

Wir haben versucht Ihnen, geschätzte Leser, einen weiteren Einblick in die Welt der 6mJI zu vermitteln. Wir hoffen, dass es uns – der Redaktion und den vielen Mitwirkenden – gelungen ist, Ihnen wiederum Freude an den „Schönheiten“ und - im Hinblick auf die bevorstehende Saison – am Segeln zu vermitteln. Auch uns zieht es von der Redaktionsstube nun auf das Wasser. Wir freuen uns bereits heute in der Herbstausgabe von den vielen Regatten und Events 2003 berichten zu können.

*Chers amis, nous avons tenté de vous donner un aperçu aussi large que possible du monde des 6mJI. Nous espérons - la rédaction comme ses nombreux collaborateurs - être parvenus encore une fois à vous faire partager notre joie des « beautés » et - en préambule à la saison qui arrive - notre plaisir d'y naviguer. La salle de rédaction va maintenant se vider et nous allons rejoindre les plans d'eau. Nous nous réjouissons d'ores et déjà de pouvoir vous conter les régates et tous les événements 2003 dans l'édition de l'automne prochain. Bon vent à tous.*

Yours sincerely  
Beat Furrer

ISMA News editor  
SUI 113

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