ISMA News

International 6mJI Association

Bulletin Association Suisse

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International Six Metre Association
Official ISMA News

www.6metre.ch
www. Sailingsource.com/6metre

Editorial

Its' raining. The only movement on the lake is being caused by raindrops. It's absolutely still and grey. The first signs of the oncoming Winter and also a reminder to the editorial team that it needs to get to work. The Autumn edition of the ISMA Bulletin is to be sent out in November and is now ready. We hope that we have once again been able to provide our readers with an overview of the worldwide 6mJI activities during the course of the last season as well as to venture a look ahead to next year.

The highlight was undoubtedly the 2004 European Championships staged by the Yacht Club Porto Rotondo. Thanks go to the instigators Marina and Luigi Carpaneda! Unfortunately, only a few owners and crews took up the invitation. Seven'"moderns" and five "classics" registered for the event. The experience we enjoyed however was unparalleled. Sardinia is also worth a trip in itself, Porto Rotondo in the low season is a dream and the Yacht Club put in so much care, attention and effort into the organisation of the events on the water and on land that we felt totally at home. The ISMA Management Board and participants would like to take this opportunity to express their sincere thanks to the President of the YCPR, Gian Battista Borea d'Olma and his colleagues, in particular Agnese and Nanni, the crew who assisted the Race Officer as well as in the restaurant, for the way in which they staged this wonderful event. All we can say here is that the journey to the Island of Sardinia by ferry actually posed no major problems and we regret that not more owners had decided to make the journey. They missed out on an unforgettable European Championships. Readers will find more information and photos on the EC in the report on the 2004 EC.

We are particularly pleased to receive occasional enquiries from sailors interested in the 6mJI Class. With the help of the ISMA Bulletin and a current page on the Internet website www.6metre.ch, we have also recently been attempting to carry out some PR work. We hope that Bill Green, as a professional yacht builder and Doug Peterson, the well-known yacht designer, will at least start to become involved in our Class at least partially as a result of our endeavours. Bill travelled to Porto Rondo with Nancy US 60 and Doug with Bobkat II US 54. They are making a further contribution to the activities in our Class.

The more that our yachts take part in sailing regattas the more attractive the 6mJI remain. Obviously, the time required for rigging and de-rigging is not inconsiderable, the same goes for the costs of transportation. Participation at a regatta away from our home waters and meeting up with familiar faces amongst the competitors makes up for that. Take the example of our big sisters, the 8mJI. 28 yachts competed for honours at the 2004 WC on Lake Geneva! This required the transportation of at least 250 tons of boats and equipment.

MayBeVIX SWE 115 coming from the ferry in Olbia ©Gilles Favez

Editorial

Es regnet. Das Wasser am See wird nur durch die Regentropfen bewegt. Es ist windstill und grau. Erste Anzeichen für den kommenden Winter und auch ein Hinwies darauf, dass sich die Redaktion an die Arbeit machen muss. Die Herbstausgabe des ISMA Bulletins soll im November versandt werden. Das Bulletin liegt nun vor. Wir hoffen, dass es uns erneut gelingt, unseren Lesern einen Überblick über die weltweiten 6mJI Aktivitäten in der vergangenen Saison zu geben und auch einen Ausblick ins kommende Jahr zu wagen.

Höhepunkt war sicher die Europa Meisterschaft 2004, zu welcher der Yacht Club Porto Rotondo eingeladen hat. Den Initianten Marina und Luigi Carpaneda sei Dank! Leider sind nur wenige Eigner und Crews der Einladung gefolgt. Sieben „moderns“ und fünf „classic“ haben sich eingeschrieben. Was wir aber erlebt haben, sucht seinesgleichen. Sardinien ist auch sonst eine Reise Wert, Porto Rotondo in der Nachsaison ein Traum und der Yacht Club ist mit so viel Liebe und Einsatz an die Organisation auf dem Wasser und an Land gegangen, dass wir uns rundum wohl fühlten. Der ISMA Vorstand und die Teilnehmer möchten auf diesem Weg dem Präsidenten des YCPR, Gian Battista Borea d’Olma und seinen Mitarbeitern und Mitarbeiterinnen, namentlich Agnese und Nanni sowie der Crew um den Race Officer und im Restaurant, herzlich für die Durchführung dieses tollen Events danken. Wir können hier nur noch vermitteln, dass die Anreise auf die Insel Sardinien mit der Fähre eigentlich keine grossen Probleme stellte und wir bedauerten, dass sich nicht mehr Eigner zur Anreise entschieden haben. Sie haben eine unvergessliche Europa Meisterschaft verpasst. Weitere Informationen und Bilder zur EM finden die Leser im Report zur EM 2004.

Besonders freuen wir uns über gelegentliche Anfragen von Seglern, welche sich für die 6mJI Klasse interessieren. Wir versuchen mit dem ISMA Bulletin und mit einer aktuellen Seite im Internet www.6metre.ch letztlich auch Öffentlichkeitsarbeit zu leisten. Wir hoffen, dass Bill Green als professioneller Yachtbauer und Doug Peterson, der bekannte

6mJI at the start ©Gilles Favez

Editorial

Il pleut. Seules quelques gouttes de pluie font frissonner la surface de l’eau du lac. Il fait un temps calme et gris. Se sont les premiers symptômes de l’hiver qui approche et également un signe à la rédaction qu’elle doit se mettre au travail. L’édition d’automne de l’ISMA Bulletin doit être distribuée en novembre. Le Bulletin est né maintenant. Nous espérons que nous réussirons à nouveau à donner à nos lecteurs un aperçu des activités mondiales des 6mJI durant la saison passée et osons également lancer un coup d’œil dans l’année à venir.

Le point culminant était sans aucun doute les Championnats d’Europe 2004 auxquels le Yacht Club Porto Rotondo nous a invité. Un grand merci aux initiateurs Marina et Luigi Carpaneda ! Malheureusement, cet événement n’a intéressé que peu de propriétaires et d’équipes. Sept „Moderns“ et cinq „Classics“ seulement se sont inscrits. Mais ce que nous avons vécu reste inoubliable. La Sardaigne vaut une visite, Porto Rotondo dans l’arrière-saison est un rêve et le Yacht Club s’est occupé de l’organisation sur l’eau et sur la terre avec tellement d’enthousiasme et d’engagement que nous nous sentions bien sous toutes les coutures. Par ces lignes, le comité ISMA et les participants tiennent à remercier cordialement le Président du YCPR, Gian Battista Borea d’Olma et ses collaboratrices et collaborateurs, particulièrement Agnese et Nanni ainsi que toute l’équipe qui entoure le Race Officer et celle du Restaurant pour l’organisation de cette manifestation fantastique. Il ne nous reste qu’à souligner que le voyage sur l’île de la Sardaigne avec le ferry ne posait en effet pas de

US 54 Bobkat II when rigging ©Gilles Favez

Yachtkonstrukteur sich, mindestens teilweise auf Grund unserer Bemühungen, mit unserer Klasse zu befassen begannen. Bill ist mit Nancy US 60 und Doug mit Bobkat II US 54 nach Porto Rotondo angereist. Sie leisten einen weiteren Beitrag zu den Aktivitäten unserer Klasse.

Je mehr unsere Yachten an Regatten segeln, desto attraktiver bleiben die 6mJI. Selbstverständlich ist die Zeit für das Ab- und wieder Aufriggen, sowie für die Transportaufwendungen nicht unerheblich. Allein die Teilnahme an einer Regatta ausserhalb des heimischen Reviers und der bekannten Konkurrenten ist eine Bereicherung, die Vieles wettmacht. Nehmen wir uns ein Beispiel an unseren grossen Schwestern, den 8mJI. An der WM 2004 am Genfersee haben 28 Yachten um die Titel gekämpft ! Dazu mussten mindestens 250 Tonnen Schiffsmaterial transportiert werden.

grands problèmes et nous avons regretté que pas plus de propriétaires ne se soient décidés à participer à cet événement. Ils ont manqué des Championnats d'Europe inoubliables. Les lecteurs trouvent de plus amples informations et des images concernant ces championnats dans le rapport EM 2004.

Nous nous réjouissons particulièrement des demandes occasionnelles de yachtmen qui s'intéressent à la classe 6mJI. Nous essayons à l'aide de l'ISMA Bulletin et un site Internet actuel'www.6metre.ch de faire connaître nos activités à un plus grand public. Nous osons espérer que Bill Green en tant que constructeur de yachts professionnel et Doug Peterson, l'architecte naval bien connu, se sont, au moins en partie, intéressés en raison de nos efforts à notre classe. Bill a fait le voyage à Porto Rotondo avec Nancy US 60 et Doug avec Bobkat II US 54. Ils apportent ainsi une contribution supplémentaire aux activités de notre classe.

Plus nos yachts participent aux régates, plus les 6mJl restent attrayants. Il va sans dire que le temps investi pour la pose du gréement, ainsi que les efforts de transport ne sont pas négligeables. Uniquement la participation à une régate en dehors du terrain familier et des concurrents connus est un enrichissement qui compense beaucoup. Prenons pour exemple nos grandes sœurs, les 8mJI. Aux Championnats du Monde 2004 sur le lac Léman 28 yachts ont bataillé pour les titres ! Ceci a nécessité le transport d'au moins 250 tonnes de matériel de navigation.

President's letter and report

Dear Friends

Our Class meeting at Porto Rotondo was very fruitful and many interesting ideas were brainstormed. For example, the question was raised whether GPS devices should be allowed while racing. One argument is that one should avoid prohibitions whenever it is impossible to verify the enforcement of the rule. Some sailors admit having GPS on board for use before the race. These situations create a certain discomfort. Another argument is that on a small and wet boat like the Six Metre, the use of sophisticated computer technology is unlikely to be efficient and excessive. Lastly, the availability of GPS waypoints does not reduce the importance of skilful racing, not more (and rather less) than a speedometer on an electronic compass. I propose to discuss this issue within the national fleet so as to have a general discussion at the next AGM at Sandhamn.

The Committee's main actions since the last AGM have been :

1) To finalize through a mail vote the rules applicable to international events (World and European Championships)
2) To submit a budget showing our minimal financial needs
3) To submit a draft prepared by Ian Howlett revising the issue of "exotic materials"
4) To publish, thank to the help of Beat Furrer, two more issues of ISMA News, which were very well received and are a great contribution to the life of our Class.
5) To circulate news about the restoration of Classics, thank to an extensive work by Tim Street.

   We hope that all these efforts will help increasing the racing activity of our Class.

Bernard Haissly

ISMA President

ISMA president and his crew ©Gilles Favez

Official ISMA news

Minutes of ISMA General Meeting

Porto Rotondo , 15 September 2004

1. Bernard Haissly (BH) opened the meeting and greeted all participants.
2. BH was elected to chair the meeting and Christer Salén was appointed to keep the minutes.
3. The following nations were present :
   - Great Britain represented by Bill Green 16 votes
   - Finland represented by Leo Reenpaa 17 votes
   - France represented by Pierre Paul Heckly 6 votes
   - Germany represented by Thomas Kuhmann2 votes
   - Italy represented by Marina Carpaneda 1 vote
   - Sweden represented by Christer Salén 27 votes
   - Switzerland represented by Beat Furrer 10 votes
4. BH submitted the accounts and reported on the activities of the Committee over the past year and the proposed budget for the coming year. He also brought up the question of financing and suggested that the class adopt a system used in the 5.5 meter class whereby the main source of income for the class is generated by a fee charged on new sails.

   After some discussion it was agreed that this method would be a good one, however, it was felt that some ISMA fee should still be maintained in order to be able to determine the number of active boats in the various fleets. It was agreed that a detailed proposal be worked out and taken to a mail vote.

5. BH noted the passing away of Bruce Owen and Carl Bösiger and after making a short homage to them and paying tribute to the important role they placed for the class, all present stood in honour and remembrance of them.
6. The accounts and the report were unanimously approved. It was mentioned that although ISMA News had been produced with very limited cost to ISMA, thanks to Beat Furrer, it is important that proper financing has to be secured for the future.
7. C.-G. Piehl presented the program for the World Cup in Sandhamn 2005. The schedule will be: 20 July Tune up Swedish Championship; 21-23 July International Swedish Championship; 23-25 July Measurements; 25 July Tune up/Measurments; 26-30 July World Cup. Considering that it is the 150-year jubilee for KSSS and the centennial jubilee for the Swedish Yachting Association, one expects extra strong participation and festivities.
8. Venues for 2006 and 2007 were discussed. Patrick Fredell suggested that instead of moving the fleet continuously between various locations sometimes with no or very small local fleets, the class should seriously consider finding a permanent home and that Porto Rotondo would be an excellent choice.

   After long discussions and an adjournment of the meeting (to get some sailing done), it was decided that the Classics should hold their European Cup in Finland 2006 while the Moderns would accept the invitation to go to La Trinité in France. The Classics will also be invited to La Trinité. The pros and cons of separating the Classics and the Moderns were discussed and the consensus was reached that splitting should be the exception and not the rule. It was decided to accept the invitation from the Royal Yacht Squadron to hold the 2007 World Cup in Cowes in connection with the centennial celebration of the International meter rule. This event will be held together with the 12's and possibly other meter classes.
9. The ISMA board was unanimously re-elected for another two-year period.
10. It was decided to accept the proposal by Ian Howlett on the use of exotic materials as presented in ISMA News 1/2004.
11. The question of measurement certificates was discussed. It was felt that their duration should be prolonged and that new certificates should only be necessary as a result of major repairs or when the ownership of a yacht changes. Otherwise measurement certificates should be checked at World Cup and European Cup events. It was decided to accept this proposal.
12. The Classics have advised BH that they do not wish to table any proposal on sail restrictions for the time being.
13. A proposal to allow GPS onboard during races was discussed. It was tabled and will be discussed again in Sandhamn.
14. Tim Street was awarded the Jean-Pierre Odero Trophy for his eminent work for the Class and in particular for the Classic-Newsletter

sig. Bernard Haissly — ISMA President

sig. Christer Salén — for the minutes

Porto Rotondo / September 18, 2004

ISMA chief measurer, Guy-Roland Perrin, at work
©Gilles Favez

We reprint what **Ian Howlett** wrote to ISMA **to the questions of exotic material** for a better understanding of pt 10 of the AGM minutes:

Introduction

Rule 33 „ Exotic materials etc „ was inherited from the Twelve Metre Class from the days when such was the America's Cup Class . In particular in 1970 the 12 Meters had been experimenting with Beryllium clad topmasts that in the memorable words of Rod Macalpine Downie „ turned deciduous „ . Spreaders were also made using Boron ....

Today materials such as Carbon Fibre composites could not be regarded as exotic (used in Tennis Rackets , Golf Clubs , masts in cruising boats etc etc) but such would add considerably to the cost of certain items should such be permitted . By way of illustration the Rig for an Int 5.5m Class Yacht (which is considerably smaller and lighter) would cost some Euro 29K .

Interestingly in 1980 prior to the America's Cup I obtained written permission from the IYRU to make the mast and the rigging from Carbon Fibre for Lionheart , but resources did not permit the construction of such - though we did build a carbon boom and some battens .

I would suggest that the current Rule 33 be eliminated and that we clarify the situation by identifying the materials which we want to be allowable for the items in question . These interpretations may then be modified in the light of experience or changing circumstances .

I would suggest that we „ grandfather „ any masts or other spars that that do not conform to the new proposals - though I am unaware of any such !

Regarding the Spinnaker Pole my researches provided the information that by spending an extra Euro 200 on a carbon pole 2kg of weight would be saved .....

We already have a weight control (12.5Kgs) on the rudder and the use of composites is the cost effective solution for the construction of the same .

I propose .....

Old Rule 33 to be deleted in its entirety .

New Rule 33 .. .

The Mast shall be constructed of

1.Wood of any species

2. Normal commercially available aluminium alloys (ie 5000 or 6000 series) . Paints , varnishes and fillers for the same are acceptable and may be used to bring an undersized tube up to Rule dimensions .

,Solid , shall be interpreted as as of one type of materiial only of approximately constant density .

Spreaders shall be made of timber , aluminium alloy or stainless steel .

The Boom shall be constructed of

1.Wood of any species

2. Normal commercially available aluminium alloys (ie 5000 or 6000 series) .

The Spinnaker Pole - may be of any normally available commercial material .

Reinforcements to repair or strenghthen an existing spar that conformed to the Rule may be of any normally commercially available material and the same shall apply to the hull and deck .

NB (the purpose of this clause is to allow cost effective repairs/stiffenings to a wooden or metal mast or boom)

Rigging

Shrouds and Forestay shall be of normal commercially available Stainless Steel wire or rods made of materials such as Nitronic 50 .

Rudder

Any normal commercially available materials may be used for the construction of the rudder (*only constraint is the minimum weight*)

6mJI in front of the YCPR club house ©Gilles Favez

6mJI European Championship 2004

YACHT CLUB PORTO ROTONDO

The EC 2004 was a splendid event, even when the Yacht Club Porto Rotondo could host unfortunately 5 classic and 7 modern 6mJI yachts only.

Each 6mJI owner who decided not to be there has missed other ten summer days, a charming Yacht Club with President Gian Battista Borea d'Olma and his professional staff and 6 days racing with winds from 8 to 18 kn.

The wind-shifts are forgotten now, but all the nice races and unforgettable events which have been offered to the sailors and their teams will not. ISMA and the participants thank to all the gentle people engaged for this EC. They have been engaged for us, not to forget Marina and Luigi Carpaneda – they proposed us this nice place to sail – and Omega as a generous sponsor for us.

Die Europa Meisterschaft war ein herausragender Anlass, auch wenn der Yacht Club Porto Rotondo leider nur 5 klassische und 7 moderne 6mJI Yachten empfangen konnte.

Jeder 6mJI Eigner, welcher der Meisterschaft fern blieb, hat zehn Sommertage, einen ausserordentlich freundlichen Yacht Club mit dem Präsidenten Gian Battista Borea d'Olma und seinem Team sowie 6 tolle Regattatage mit Windstärken um 10 bis 18 kn verpasst.

Die Winddreher sind nun vergessen, aber die anspruchsvollen Regatten und die unvergesslichen Anlässe, die uns Seglern geboten wurden, bleiben in Erinnerung. Der ISMA und den Teilnehmern bleibt nur ein grosses Dankeschön an alle Mitwirkenden für diese Europa Meisterschaft auszusprechen. Nicht zu vergessen sind Marina und Luigi Carpaneda – sie haben uns den Vorschlag gemacht, nach Sardinien zu kommen – und Omega als einem grosszügigen Sponsor.

Ce Championnat d'Europe était un événement incomparable, même si le Yacht Club de Porto Rotondo pouvait recevoir que 7 modernes et 5 classic.

Chaque propriaitaire qui décidait de ne pas partir pour la Sardegne a loupé dix jours d'été, un Club dont les résponsables offraient une genitlesse inoubliable avec leur President Gian Battista Borea d'Olma et son équipe et en plus dix jours de régates par du beau temps avec des vents autour des 8 à 18 kn.

Le changements de direction de vent sont oubliés maintenant, mais les régates éxigeantes et les soirées offerts aux navigateurs, restent en mémoire. ISMA et les participants doivent un grand merci à tous ceux qui s'engageaient pour ce Championnat. A ne pas à oublier sont Marina et Luigi Carpaneda – ils nous ont fait la proposition de rendre visite à la Sardegne— et Omega comme sponsor généreux.

We start the report presenting a series of photographs to bring over to our readers an impression of the charming place Porto Rotondo, it's cosy Yacht Club, but also of the nice waters with'– some shifty— winds from 8 to 20 kn.

At the skippers briefing ©Gilles Favez

The start boat of the YCPR ©Gilles Favez

Temptation II SUI 113 sailing downwind ©Gilles Favez

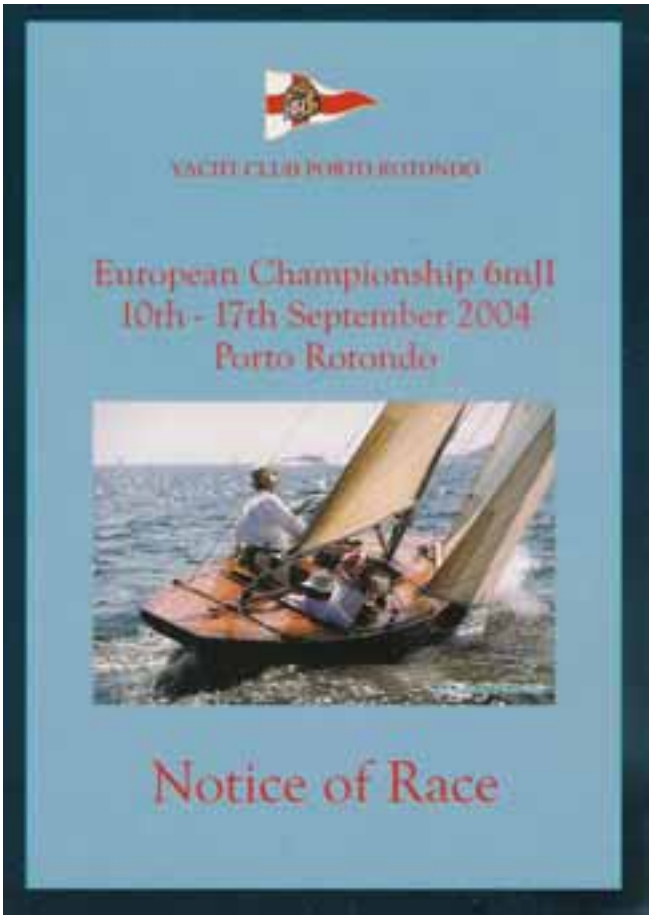
Dan D43 handling the spinnaker ©Gilles Favez

Foredeck work on Mena GER 30 ©Gilles Favez

Measuring sails on the club house terrace ©Gilles Favez

A lot of work after the races ©Gilles Favez

Classics when watered Dix Août FRA and Bobkat II US 54



We reprint the official presse release (translated in english) of YCPR during the race, so that our readers can live the excellent sailing and friendly events during the 2004 Europeans:

YACHT CLUB PORTO ROTONDO

Porto Rotondo. 11th September 2004 - FIRST PRESS RELEASE -

The Porto Rotondo Yacht Club hosts the 6MJI European Championships for the second time in its history. These fantastic yachts from various countries in Europe include several boats from the 1930s, such as Bobkat II (Class C, 1931), Nancy (class C, 1932) and Dan (class C, 1930), competing for the European title in the Gulf of Congianus.

Sponsored by Omega, the event started this morning with the Marina's Cup, which involves two days of tune-up races to allow the competing yachts to get to know the regatta area. The European championship will therefore start on Monday the 13th with two races planned for each day of the regatta. Today's race started at 1:00 p.m. in good weather [wind 7 knots E-SE - 105°], but was then cancelled due to lack of wind. The boats returned to port at 4:00 p.m. Tomorrow sees the second day of the Marina's Cup followed by the awards ceremony and the Official Opening Ceremony of the European Championship.

Porto Rotondo, 12th September 2004 - SECOND PRESS RELEASE -

The second day of the Marina's Cup saw a weak changeable wind which severely tested the racers' abilities and nerves, not to mention the race organisers. It was, however, possible to complete at least one of the races.

On completion of the two-day tune-up races, the crews took part in a Welcome Cocktail on the terraces of the Club House, organised by the Porto Rotondo Yacht Club and by Omega, the official sponsor of the event. The Marina's Cup was won by the yacht Nancy US 60 with skipper Pom Green at the helm, while the winner of the Modern category was Bravade VI F 116 skippered by Jaques Fauraux. Final results: Nancy US 60,Bravate VI F 116, Fleau SUI 77.

Tomorrow the European Championships starts with 12 yachts racing for the European title.

the crew of Berta SWE 121 ©Gilles Favez

the crew of May Be VIX SWE 115 ©Gilles Favez

the crew of Nancy US 60 ©Gilles Favez.

Fleau SUI 77 and May Be VIX at the mark ©Gilles Favez

Notorious SWE 114, the European Champion upwind sailing ©Gilles Favez

Courage VII GER 104 ©Gilles Favez

Classic's in the evening sun ©Gilles Favez

Porto Rotondo, 13th September 2004 - European Championship 6MJI - THIRD PRESS RELEASE -

The first day of races in the European Championship 6MJI and the wind did not fail the crews of the 12 yachts who had been waiting for it to arrive for several days: blowing E-SE, changing direction between 050° and 120°, 8 knots. The yachts managed to complete two splendid races over a windward-leeward course in the splendid stretch of water between Mortorio and Capo Figari. The standings after the second race saw Moderne Notorious - Swe 114 - helmed by Carl Gustaf Piehl at the lead in the Modern category, followed by Fleau - Sui 77 – Bernard Haissly and May Be XIV— Swe 115— Fredel Patrick. The Classic category saw Nancy – US 60 – skippered by Pom Green ahead of Dix Aout – Fra 111– – Pierre Paul Heckly and Bobkat II - US 54 - Doug Peterson, confirming the excellent results of the previous day, the closing race of the Marina's Cup which bears the name of Marina Carpaneda at the helm of Dan – D 43, a splendid Classic 6MJI from 1930.

Marina Carpaneda, il Presidente del YCPR, Gian Battista Borea d'Olma, Luigi Carpaneda'

Porto Rotondo, 14th September 2004 - European Championship 6MJI - FOURTH PRESS RELEASE -

The second day of races in the European Championship 6MJI and the differences in the competing crews could now be seen. The race course was off the coast of Montorio, the sea was rough and the wind SE 160° max 18 knots, the wind turning to North West during this, the second day of racing. The yachts raced against each other creating some spectacular chases and exciting gusts of stern wind. In the Classic category, the crew of Nancy US 60 were clearly the leaders, with Pom Green at the helm, winning all four races to date, followed by DAN D-43 skippered by Marina Carpaneda and DIX AOUT FRA-111 - Pierre Paul Heckly, the victim of vang problems. The Modern category was dominated by the Swedish: MAY BE XIV SWE-115, BERTA SWE-121 and NOTORIOUS SWE-114 were clearly in the lead on equal points, thus making the final two days even more exhilarating. The spectacle and excitement in the waters of Porto Rotondo is therefore guaranteed.

Bravade V FRA 116 sailing downwind ©Gilles Favez

ISMA news editor at the helm ©Gilles Favez

Mena GER 30 under spinnaker ©Gilles Favez.

Sponsor logos at the club house entrance ©Gilles Favez

Carl Gustaf Piehl, the Modern European Champion 2004 ©Gilles Favez

Bill Green, the Classic European Champion 2004 ©Gilles Favez

Crew of Courage VII GER 104 ©Gilles Favez

Sailmaker's doughter on board ©Gilles Favez

Porto Rotondo, 15th September 2004 - European Championship 6MJI - FIFTH PRESS RELEASE -

After the much enjoyed traditional Sardinian dinner with dancing and local folklore songs organised by the Yacht Club of Porto Rotondo and Omega, the crews of the 12 yachts were all present and correct for this morning's racing. The weather conditions were particularly harsh for the competitors and the Regatta Committee, who were forced to make continuous changes in course due to the many increases in wind (N-NE veering to E, finishing with the usual NW Mistral), wind force 7 and 8 knots with peaks of 18 knots towards the end of the second race, making this, the third day of the European Championship 6MJI, very interesting and enjoyable. The standings had changed by the end of the day in the Modern category, but were confirmed in the Classic category with NANCY clearly in command. Tomorrow, the seventh and eighth races in this thrilling European Championships 6MJI.

Porto Rotondo, 16th September 2004 - European Championship 6MJI - SIXTH PRESS RELEASE -

The last day of the European Championships 6MJI and the tension and curiosity to learn who the winners would be of the two titles (Classic and Modern). Attended by many personalities from the world of Yacht Clubs and classic sailing, the 6 metres JI is a class where the crews still abide by the traditional rules of navigation, refusing those dictated by the fierce competition typical of other categories.

This morning, the Regatta Committee started the first of the two races at 11:48, after placing the field in the Gulf of Congianus. The sea was quite calm, wind 265° at 12 knots. In the first race NOTORIOUS (SWE-114) - Carl Gustaf Piehl crossed the line ahead of COURAGE VII (GER-104) - Alba Batzill and MAY BE XIV (SWE-115) - Patrick Fredel in the Modern category, while the classic race was won by DIX AOUT (FRA-111) ahead of NANCY (US-60) and BOBKAT II (US-54), sending Pom Green's yacht into second place for the first time during these championship races.

The second and last race of the day and this event started at 1:20 p.m., with a light NW wind (18 knots), which gradually strengthened to 14 knots during the second part of the race. The Modern category was led by FLEAU (SUI-77) skippered by a former European Champion, followed by NOTORIOUS and BERTA (SUI-121). In the Classic category, DIX AOUT, the yacht belonging to the President of the Yacht Club de France, was ahead of DAN - Marina Carpaneda and BOBKAT II belonging to the famous designer Doug Peterson.

The event's programme included the Omega Gala Evening at the Yacht Club of Porto Rotondo, where Notorious and Nancy celebrated winning the titles of European Champions Class 6MJI; the event will end tomorrow with the awards ceremony on the Club terrace.

Race officer; Managing Director Swatch Group Italia, Julian Gould; President of YCPR; President ISMA

Porto Rotondo, 17th September 2004

The European championship 6M S.I. ended this afternoon at the Porto Rotondo Yacht Club. The awards ceremony was altered at the very last minute due to bad weather, making the ceremony even more fun and with a definite intimate atmosphere. A fine end to an event which saw well-known personalities from International and European sailing, such as Pom Green with his NANCY, Doug Peterson with BOBKAT II (which had just come out of the Argentario shipyards where it had been for restoration, the President of the YCPR Gian Battista Borea d'Olmo having helmed it for one day), DIX AOUT belonging to Pierre Paul Heckly, President of the Yacht Club de France twinned with the Yacht Club Porto Rotondo. Not to mention DAN belonging to Luigi and Marina Carpaneda, another splendid 6 metre S.I., much admired during the seven days of this championship at the Molo di Levante (East Pier).

The awards ceremony was presided by the Managing Director of Swatch Group Italia, Julian Gould, representing Omega, the official sponsor of the event, and took place on the top floor of the Club House. Receiving the Challenge for the Classic category was the crew of NANCY, which will hold the Giovanelli Cup for 12 months, and NOTORIOUS in the Modern category, taking the President Woodrow Wilson Trophy to Sweden.

Thanks to Omega, sponsor of the event and who gave the winners a generous prize, for its invaluable collaboration and to Yacht Digest, the media partner of the event. Thanks also to Moby Lines, the official ferry boat company, to Marina di Porto Rotondo s.r.l. and to the Porto Rotondo Consortium.

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PORTO ROTONDO
13th – 17th SEPTEMBER 2004
FINAL RESULTS WITH 1 DISCARD
After Race 7 and Race 8

CLASSIC

SAIL NR.	BOAT NAME	SKIPPER	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7	RACE 8	SCORE
US 60	**NANCY**	**POM GREEN**	**1**	**1**	**1**	**1**	**1**	**1**	**2**	**4**	**8**
FRA 111	**DIX AOUT**	**PIERRE PAUL HECKLY**	**3**	**2**	**3**	**DNS**	**5**	**5**	**1**	**1**	**20**
D 43	**DAN**	**MARINA CARPANEDA**	**4**	**4**	**2**	**2**	**2**	**4**	**5**	**2**	**20**
US 54	**BOBKAT II**	**DOUG PETERSON**	**2**	**3**	**DNF**	**DNS**	**3**	**3**	**3**	**3**	**23**
6 G 30	**MENA**	**THOMAS KUHMANN**	**5**	**5**	**4**	**3**	**4**	**2**	**4**	**5**	**27**

PORTO ROTONDO
13th – 17th SEPTEMBER 2004
FINAL RESULTS WITH 1 DISCARD
After Race 7 and Race 8

MODERN

SAIL NR.	BOAT NAME	SKIPPER	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7	RACE 8	SCORE
SWE 114	NOTORIOUS	CARL GUSTAF PIEHL	4	1	1	6	2	5	1	2	16
SWE 115	MAY BE XIV	PATRICK FREDEL	2	4	4	1	7	2	3	4	20
6 GER 104	COURAGE VII	ALBA BATZILL	6	2	3	2	4	3	2	5	21
S 121	BERTA	LARS ENGELBERT	1	5	2	4	3	6	4	3	22
SUI 77	FLEAU	BERNARD HAISSLY	3	3	DSQ	5	5	1	5	1	23
F 116	BRAVADE VI	JACQUES FAUROUX	5	6	5	3	1	4	7	6	30
SUI 113	TEMPTATION II	BEAT FURRER	7	7	6	DNS	6	OCS	6	7	47

ISMA

International Six Metre Association

Genève, le 29 septembre 2004

Monsieur Luis Batista Bustos e Oliveira
Président
YACHT CLUB PORTO RICO
Madère Levante
9370-PORTO RICO

Cher Commodore,

Au nom de la Classe des 6MJI, je tiens à remercier votre Club pour son accueil et vos dévoués officiels pour avoir organisé un championnat passionnant dans des conditions idéales.

Nous vous souhaitons de votre côté une belle navigation à travers l'Atlantique pour rejoindre Porto Rico en Mai prochain. Nous programmons de régater en Mai 2005 les deux prochaines années pendant la Coupe Gérard Logel et nous espérons recevoir votre yacht à nouveau lors de cette manifestation.

Meilleurs salutations,

Bernard Hassid
Président
6MJI

0fficial ISMA photographer Gilles Favez© ycpr

Coming International 6mJI Races

Sandhamn World Cup 2005

20 July	tune up Swedish Championship
21-23 July	International Swedish Championship
23-25 July	Measurements
25 July	Tuneup/Measurments
26-30 July	World Cup

Information recieved from Ricard Siewertz ricard@6mr.se www.6mr.se, 070-7555646, October 2, 2004

Dear Friends and Six Metre Sailors

Swedish 6mR Association has great plans for the Worlds in 2005. The event is also an important event for hosting yacht club The Royal Swedish Yacht Club (KSSS), celebrating their 175th year anniversary. We estimate to have, at least, 50-70 entrants on the start line for 2005 and to meet our targets we have appointed ambassadors for each 6mR-country. Their task is to get in contact with local teams and boat owners and supply them with information and assist in anyway they can to get each team to the World Cup in Sweden. Of course, if citizen of none of the countries below, contact which ambassador you like! At this moment, we are also working with sponsors for boat transportation.

Ambassadors

France & Suisse	Fredrich Dahlman , fredrich.dahlman@grevmagni13.com +46 (0)70 577 77 30
Germany:	Mats Selin , mats-selin@telia.com +46 (0)73 076 01 23
Great Britain:	David Roberts, david.roberts@nordea.com +46 (0)70 696 99 49
North America	Anna Stuart Rosvall, rosvallstuart@yahoo.se +46 (0)70717 72 43
Finland	Martin Larsson & Fredrich Dahlman , martin@brommakartong.se +46 (0)70 974 7280

Entry in the World Cup

We ask all teams or boat representatives to make a pre-registration on our website. In this way we can compile your contact information, e-mailaddresses etc and communicate our coming newsletters. A formal invitation and entry to the World Cup will be available at KSSS website in late November, *www.ksss.se*

An historic event

Almost reaching the 100 year celebration for the International Rule the main theme of the regatta will be “an historic event covered by modern techniques”! In line with our theme our ambition is to produce a hardback book featuring all participating boats, boat history and highlights from the World Cup in Sandhamn. Only racing teams at the World Cup 2005 will have access to this “one off” exclusive hardback 6-metre book. Along with your entry to the World Cup, we will ask you for facts and figures about your boat.

The World Cup races will be organized by The Royal Swedish Yacht Club and of course with support from the Swedish 6mR Association. Let’s say that KSSS, who are exceptional keen regatta organizers, do the races and the Swedish 6mR Association provides the fun outside the course. The course will be set outside the island of Sandhamn with open sea racing. During the World Cup there will be after sail with sponsors, social events, daily first and broadcasting over big screens from the races in our “6mR after sail-tent”.

Despite of what you might have heared of cold Nordic summers, end of July in Sandhamn mostly offers warm weather both in land and at sea reaching temperatures in the 90’s F!

Accommodation

Sandhamn is located at the outpost of the Stockholm Archipelago with beautiful surroundings of uncountable islands. If your wish is to stay in one of Sandhamns hotels, we strongly recommend that you make reservations right now, as several classes are having their championships along our International Swedish Championships and World Cup. In the near future we will have more information about private alternatives, for example renting houses or rooms. We are also planning to use an island nearby, Korsö, which offers accommodation for about 400 persons.

Dormitory at Korsö

Most likely this alternative will come thru. Korsö is a military installation and offers accommodation for about 400 persons. There are three different standards. 1. Basic dormitory style but nice anyway and a cheaper alternative. 2. A bit nicer standard and 3. Singelrooms. The price is about 150-300 SKr (17-33 EUR) per head and night. Breakfast will be available to a fair price. The prices are based on the last event 2004. Use the price information as a guidline! There will be shuttle boats between Korsö and Sandhamn, a five minutes trip. Please send Cecilia an e-mail as an indicator of your interest for this kind of accommodation

Cecilia@bjelvenstedtconsulting.com Latest information and how to make reservations at Korsö will be published on our website, www.6mr.se

Private houses and rooms at Sandhamn

Private houses and rooms are also available. They are located all over the island, please inquire when you call to find out exactly how far away from the harbor it is located and any details about the accommodation. Call the individual renter. Meanwhile we are inventing private house- owners, please send Cecilia an e-mail as an indicator of your interest for this kind of accommodation. Cecilia@bjelvenstedtconsulting.com Latest information and numbers to call for making reservations will be published on our website, www.6mr.se

Hotels at Sandhamn

There are two large hotels at Sandhamn, “Sandhamns Hotel” and”“Sands Hotel”

Sandhamns Hotel, Hotel rooms and Studios

Sandhamns Hotel is located right by the harbour in front of the docks. The hotel has rooms as well as studios (just a few studios). The price of a two-bed studio runs from approximately 1500 SKr (165 EUR) and up. For a full week a studio costs approximately 9000 SKr. (992 EUR) and up. The price of a hotel room with two beds is approximately 2050 SKr (226 EUR), including breakfast. Make your reservation by phone: + 46 8 574 504 00. You can also make a reservation by e-mail at receptionen@sandhamn.com For pictures and more information about the hotel (all in Swedish): www.sandhamn.com

Location:

KSSS Yacht Club, Sandhamn "Tavern of the Swedish Seas"

Sands Hotel

Sands hotel is located approximately five minutes walking distance to the docks. The price of a hotel room runs from 1200 SKr (132 EUR) for a single room and 1500 SKr (165 EUR) for double room including breakfast. Make your reservation by phone: +46 8 571 530 20 .You can also make a reservation by e-mail at info@sandshotell.se For pictures and more information about the hotel (all in Swedish): www.sandshotell.se

KSSS are also working with a project to bring out a boat "Najaden", a schooner with rooms for rent.

Questions about accommodation

If you have any questions or problems finding or reserving accommodations please contact Cecilia Bjelvenstedt (Carina S-120) at Cecilia@bjelvenstedtconsulting.com or by phone at + 46 8 653 31 50 or at (on the mobile phone:) + 46 70 253 34 10.

Visiting Stockholm and Sandhamn

Sandhamn is located at the outpost of the Stockholm Archipelago. If family or friends would like to join and visit Stockholm or Sandhamn, there is ferry traffic between the centre of Stockholm and Sandhamn with departures several times every day. It's a two hour boat trip through our beautiful archipelago with a lot to view as passing by…

More information about Stockholm is available at "Stockholm official Visitors Guide""www.stockholmtown.com

See you in Sandhamn! Swedish 6mR Association "

SUI 122 running downwind ©Jürg Bollier

Thank you for your pre-registation with www.6mr.se.

In this way we can compile your contact information, e-mailaddresses etc and communicate our coming newsletters. A formal invitation and entry to the World Cup will be available at KSSS website in late November www.ksss.se

NEXT INTERNATIONAL 6mJI CHAMPIONSHIPS

European Championship	2006	for the Classic by the Finnish National 6mJI Organisation in Helsinki
	2006	for the Modern (classics also invited) La Trinité, France
World Championship	2007	Royal Yacht Squadron, Cowes, Isle of Wight

6mJI classic subcommittee

Tim Street does a lot for the Classic scene. May be that he will find some winterdays to offer us more news about the Classic 6mJI worldwide.

ISMA public relation

Contacts from ISMA to future owners

Sehr geehrter Herr Furrer

Nachdem ich auf Frühjahr 2005 im neue zu erstellenden Hafen in Brunnen einen grossen Bootsplatz erhalte, würde ich gerne einen Classic 6er in sehr gutem Zustand erwerben. Falls Sie mir spezielle Empfehlunge machen können bin ich Ihnen sehr dankbar.

Ich segle nach wie vor mit viel Freude Skiff's (Mustoskiff und teilweise 49er und Int. 14), will nun aber neben dem Motorboot noch ein familientaugliches Boot als Kontrast zu den Skiffs erwerben. Ein Classic 6er ergäbe zudem die Möglichkeit mit Freunden hin und wieder an einer Regatta teilzunehmen.

Mit freundlichen Grüssen

R. Kühne

Adligenswilerstrasse 104

6045 Meggen

Schweiz Tel. G 0041 79 5 888 222 Tel. P 0041 41 377 01 57

Sehr geehrter Herr Furrer,

Mit grossem Vergnügen habe ich in den letzten Tagen die 6 Meter EM in Porto Rotondo verfolgt. Nicht nur die herrlichen Boote und die gute Stimmung haben mich sehr beeindruckt, sondern auch die sehr gute Website und die ISMA Bulletins gefallen mir so sehr, dass ich mir die Anschaffung eines 6 Meter Bootes überlege. Ich darf Sie bitten, mich auf die Verteilerliste des ISMA Bulletins zu setzen und bin gerne bereit, die 100 EURO Jahresgebühr zu entrichten.

Mit freundlichen Grüssen

Maximilian Gessler

Taubstummengasse 13/12

A 1040 Wien

0043 1 5860 286 Home

maximilian.gessler@chello.at

Photograph Series of Gilles Favez

Again our „Class photographer“ was some days with us in Porto Rotondo. This time he also followed up the transport and watering of the yachts and crew working. The basic idea is, that we get a series of photographs to show the life around and on the 6mJI. With this photographs we intend to propose a picture calendar for the 6mJI in view of the 100 year jubilée of the meter class rule in 2007, so printed in summer 2006.

We would be happy to know your opinion if a calendar to this event could be also of interest for you, may be your company, when your company logo could be added, as a customers gift, so that we can judge the number of copys before we present a subscription-offer.

All participants at the Europeans 2004 will get a copy of the CD-Rom. Please remember the copytight for ©Gilles Favez and therefore do not use the photographs for professional use. For internal ISMA news or your local sailing magazine the photographs my be used with *©Gilles Favez, 1800 Vevey, Switzerland* only.

Please have a look at www.6metre.ch. The site is faster and of course more updated than the ISMA news. We have added a growing „Gallery“ some weeks ago.

Notices from the ISMA office

ISMA register 247 members. Before the Europeans 2004 only 59 members payed their fee. This is not enough and not correct. You are expecting an actual web.site, you are pleased to read the ISMA news, you use extensively the market place and we wonder why you suppose that all this should be cost-free without you paying the ISMA fees ! Have a look at out yearly budget in ISMA 1/2004, page 16 !

Again we communicate the bank accounts at the name of Peter Müller, the ISMA cashier:

for Swiss Francs only account no 0553-595984.50-1 ISMA-CHF

for EURO only account no 0553-595984.52-1 ISMA-EURO

Both accounts are with **CREDIT SUISSE, P.O.Box, CH 8401 Winterthur**

The actual fee’s are: CHF 150.-; US$ 120.- ; EURO 100.-

Please remember that the fee’s **should be collected by the National 6mJI Associations** and then transfered to the ISMA accounts. Individuals will only pay directly when there is no national association.

In der ISMA sind 247 Mitglieder registriert. Vor der Europameisterschaft 2004 haben 59 Mitglieder den Jahresbeitrag überwiesen. Das ist ungenügend und nicht in Ordnung. Sie erwarten eine aktuelle webSeite, sie freuen sich über die ISMA news, sie nutzen den Market Place rege und wir sind sehr erstaunt, dass sie davon ausgehen, dass das alles kostenlos und ohne Ihre ISMA Beiträge funktionieren sollte. Sehen sie sich das bescheidene publizierte Budget in den ISMA news 1/2004 auf Seite 16 an ! Die Bankkonten und die Mitgliederbeiträge sind oben nochmals aufgeführt. Wir appellieren an die nationalen Flottenkapitäne !

Nous régistrons 247 membres au cadre de l’ISMA. Avant le Championnat d’Europe 2004 que 59 membres ont versé leur cotisation. Ce n’est ni suffisant et surtour pas correcte. Vous attendez un site acutel, vous recevez volontiers votre Bulletin ISMA, vous utilisez le market place et nous sommes très surpris que vous attendez que tout ceci devra se faire sans votre contribution et sans votre cotisation. Le budget de l’ISMA est publié dans ISMA news 1/2004, page 16 ! Le comptes bancaires sont imprimés dessus, ainsi que les cotisatios dans les differents valeurs. Nous faisions appel aux résponsables des flottes nationales

Europeans 2006 for modern's and classic's at different places

We, the ISMA board, is not happy to see, that the Classic and the Modern do organise their Europeans 2006 at different places. First we think it's not good for the coherence of the 6mJI Class and the friendship between sailors who do not make a difference from Moderns to Classic. We must be proud to have so many different aged boats at our events and therefore we hope, that 2006 will be really an exeption !

Der ISMA Vorstand nimmt ungern zur Kenntnis, dass im Jahr 2006 die Europameisterschaften der Classic in Finnland und jene der Moderns in La Trinité stattfindet. Wir hoffen, dass dies eine Ausnahme bleibt. Eine Trennung der Events ist dem Zusammenhalt in der Klasse der 6mJI nicht förderlich.

Le comité ISMA n'est pas très favorable au fait que le Championnat d'Europe 2006 se déroule à differentes place pour les modernes et les classic. Nous espérons que cela soit une exeption. Cette séparation ne favorise pas la convivialité de la Classe des 6mJI.

ISMA board

As the board has been re-elected at the AGM in Porto Rotondo for another 2 years period we do not reprint the address-list. Please refer to the list in ISMA News 1/2004, page 31.

Der ISMA Vorstand wurde an der Jahresversammlung in Porto Rotondo für weitere 2 Jahre wiedergewählt. Wir verzichten auf den Abdruck der Adressliste und verwiesen auf die ISMA News 1/2004, Seite 31.

Le comité ISMA a été réelu pour autres deux ans. Nous ne publions pas la liste d'adresse inchangé. Veuillez vous referrer au Bulletin ISMA 1/2004, page 31.

END OF OFFICIAL ISMA NEWS

6mJI Aktivitäten in der Schweiz

Liebe 6mJI Segler mit SUI oder Z im Segel !

Sie haben von den Bemühungen des Yacht Club Porto Rotondo und nun des Königlich Schwedischen Yacht Clubs (KSSS) gelesen. Nachdem auf unseren Gewässern immer noch gut zwanzig 6mJI Yachten segel- und regattabereit sind, würde es mich freuen, wenn an der WM 2005 mehr als zwei 6mJI (Fleau und Temptation II) mitmachen würden.

Vor fünf Jahren hatte ich Gelegenheit in Sandhamn zu segeln. Das ist zu Land und zu Wasser spektakulär. Sie können sich nicht verlieren. Sandamn ist eine kleine Insel in den Schären Stockholms. Ich bin überzeugt, dass sich die KSSS und die schwedische 6mJI Vereinigung sehr anstrengen werden um eine tolle Regattaserie zu organisieren.

Sie haben noch genügend Zeit um sich auf die Teilnahme vorzubereiten und Ihre Mannschaft zusammen zu bringen. Darf ich Sie bitten mir Ihre Absichtserklärung zur Teilnahme bis Ende Jahr an

bfurrer@6metre.ch oder auf 079 301 85 30 bekannt zu geben. Wir sollten unsere Schiffe auch international segeln um die Klasse der 6mJI aktiv zu halten. Zwölf Yachten an einer Europa Meisterschaft sind der Anfang vom Ende!

Mit besten Grüssen

Beat Furrer, Association Suisse des 6mJI

Chers navigateurs et navigatrices des 6mJI Suisses

*Vous avez eu l'occasion de lire des efforts du Yacht Club Porto Rotondo ainsi que du Royal Yacht Club de Suede. Il y a toujours une vingtaine de 6mJI actifs et prêt à regater sur nos lacs. Je me réjouirais de voir la participation dépasser '*Fleau *et* Tempation II *lors du Championnat du Monde 2005.*

J'avais l'occasion de régater à Sandhamn il y a cinque ans, C'est spéctaculaire sur l'eau et à terre. Vous ne vous perderiez pas. Sandamn est une petite île dans l'archipel de Stockholm. Je suis convaincu que le KSSS et l'Association des 6mJI Suedois vont tout faire pour que les régates et la vie conviviale resteront inoubliable. Vous êtes assez tôt pour organiser votre équipage. J'attends volontiers d'apprendre de votre intention de participer au World Cup 2005 au bfurrer@6metre.ch ou au 070 301 85 30. Nous devons faire un effort et naviguer nos voiliers aussi au niveau international pour nous assurer l'activité de la classe des 6mJI. Douze yachts à un Championnat d'Europe sont le début de la fin de notre classe!

Avec mes meilleures salutations

Beat Furrer, Association Suisse des 6mJI

Berta SWE 121 sailing upwind ©Marianne Furrer

6mJI in Porto Rotondo ©Marianne Furrer

Spots from Lake of Geneva

Quelques images de la régate des Châteaux du 26 juin 2004

Midinette SUI 24 classé 7ème sur 27 yacht yardstick

Saga SUI 43 classé 5ème sur 27 yacht yardstick

Duclop SUI 100 classé 4ème sur 27 yacht yardstick

Korrigan Z 40 classé 10ème sur 27 yacht yardstick

Rendez-vous des belles carènes

Mémorial Copponex 2004, 21/22 août 2004 à la SNG 6mJI

Les régatiers se trouvent au sein du défendeur de la Coupe America, la SNG

Rang	Voile	Bateau		Barreur	Club			
1	SUI 113	TEMPTATION II	BEAT	FURRER	AVPORTALBAN	2	1	3
2	SUI 77	FLEAU	BERNARD	HAISSLY	CVSNG	1	2	3
3	SUI 91	IRENE	GUY	MINDER	CNLy	3	3	6
4	SUI 43	SAGA	JOELLE	ZUMOFLEU FRULTERO	SNUJ	5	4	9
5	Z 40	KORRIGAN	YVES	JANET	CVSNG	6	5	11
6	SUI 28	YLLIAM 5	ANDRE	ZANILETTI	CVSNG	7	7	14
7	SUI 100	DUCLOP	THIERRY	GRAF	CNV	4	11	15
8	SUI 67	FARFADET	MARCEL	ANDRE	CNPR	9	6	15
9	725	ENDRICK	LILIANE	BECHARD	CVSNG	8	8	16
10	Z 13	ANTIOPE	PETER	BERTRAND	SNR	11	11	22

Samedi: vents du Nord-Ouest, force 2 à 4 avec beaucoup de risées, belles régates

Dimanche: du Séchard, force 0-1, irregulier, une manche raccourcie qui a du être annulée.

La SNG a rénové son Club House d'une manière excellente et nous nous sentions aussi bien reçu au restaurant que par les organisateurs de régates.

SUI 113 at SNG

Coupe Kim 2004, 28/29 août 2004 au CNV

COUPE KIM 6 M JI
CLUB NAUTIQUE DE VERSOIX
28/08/2004 au 29/08/2004 Resultat du Dimanche 29 Août 2004 à 16.33 h

Général définitif groupe COUPE KIM après 3 courses (3 retenues)

Commissaire Général : Y
13 Inscrits
Responsable des classements : JOSETTE POUILLY

Place	Identif		Concurrent	Club ou Pays	Cl	Pts Ret	Pts Tot	Co. 1	Co. 2	Co. 3
1	SUI	77	FLEAU HAISSLY BERNARD	CVSNG		4.00	4.00	1 1.00	2 2.00	1 1.00
2	SUI	113	TEMPTATION FURRER BEAT	AVP		7.00	7.00	2 2.00	3 3.00	2 2.00
3	SUI	71	WINCHALA BECK JACQUES	CVSNG		15.00	15.00	4 4.00	1 1.00	10 10.00
4	SUI	100	DUCLOP GRAF THIERRY	CNV		15.00	15.00	5 5.00	4 4.00	6 6.00
5	SUI	13	ANTIOPE BROSSY ROBERT	SNR		19.00	19.00	8 8.00	7 7.00	4 4.00
6	SUI	43	SAGA ZUMOFFEN JOËLLE	SNNY		21.00	21.00	6 6.00	6 6.00	9 9.00
7	SUI	91	IRENE NEUKOMM MICHEL	CNLY		22.00	22.00	3 3.00	5 5.00	DNS 14.00
8	Z	40	KORRIGAN JANET YVES	CVSNG		23.00	23.00	7 7.00	8 8.00	8 8.00
9	SUI	8	CIRCE KIENY PASCAL	CNV		24.00	24.00	10 10.00	9 9.00	5 5.00
10	Z	5	HENDRICK BECHARD LILIANE	CVSNG		25.00	25.00	11 11.00	11 11.00	3 3.00
11	SUI	67	FARFADET ANDRE MARCEL	CNPR		26.00	26.00	9 9.00	10 10.00	7 7.00
12	K	5	SUNSHINE SANDIFORD RODGERE	CVSNG		40.00	40.00	12 12.00	DNF 14.00	DNS 14.00
—	SUI	24	MIDINETTE GUIGNARD LUC	SNR		42.00	42.00	DNS 14.00	DNS 14.00	DNS 14.00

Championnat de Classe Suisse 2004 des 6mJI

Selon la décison du comité de l'Association Suisse des 6mJI le Championnat de Série se déroule chaque année. Ceci périodiquement au Léman et au Lac de Constance. En 2004 le Championnat Suisse des 6mJI s'est fait en combinant les classements du Mémorial Copponex et la Coupe Kim.

Nous remercions la SNG et le CNV pour l'organisation des régates ainsi que pour la flexibilité d'organiser les régates sur deux week-ends consécutifs. C'est motivant pour les „étrangers" de déplacer leurs yachts. Malheureusement SUI 113 était le seul 6mJI qui s'est efforcé de se déplacer.

CHAMPIONNAT DE SERIE 6 M JI
CLUB NAUTIQUE DE VERSOIX + CVSNG
28/08/2004 au 29/08/2004 Resultat du Dimanche 29 Aoû

Général définitif **après 5 courses (4 retenues)**

14 Inscrits

Place	Identif		Concurrent	Club ou Pays	Cl	Pts Ret	Pts Tot	Co. 1	Co. 2	Co. 3	Co. 4	Co. 5
1	SUI	77	FLEAU HAISSLY BERNARD	CVSNG		5.00	7.00	1 1.00	2 2.00	1 1.00	1 1.00	2 2.00
2	SUI	113	TEMPTATION FURRER BEAT	AVP		7.00	10.00	2 2.00	3 3.00	2 2.00	2 2.00	1 1.00
3	SUI	91	IRENE NEUKOMM MICHEL	CNLY		14.00	29.00	3 3.00	5 5.00	DNS 15.00	3 3.00	3 3.00
4	SUI	100	DUCLOP GRAF THIERRY	CNV		19.00	34.00	5 5.00	4 4.00	6 6.00	4 4.00	DNS 15.00
5	SUI	43	SAGA ZUMOFFEN JOËLLE	SNNY 1ER VIEUX		21.00	30.00	6 6.00	6 6.00	9 9.00	5 5.00	4 4.00
6	Z	40	KORRIGAN JANET YVES	CVSNG 2EM VIEUX		26.00	34.00	7 7.00	8 8.00	8 8.00	6 6.00	5 5.00
7	SUI	13	ANTIOPE BROSSY ROBERT	SNR 5EM VIEUX		29.00	44.00	8 8.00	7 7.00	4 4.00	10 10.00	DNS 15.00
8	SUI	71	WINCHALA BECK JACQUES	CVSNG		30.00	45.00	4 4.00	1 1.00	10 10.00	DNS 15.00	DNS 15.00
9	Z	5	HENDRICK BECHARD LILIANE	CVSNG		36.00	41.00	11 11.00	11 11.00	3 3.00	8 8.00	8 8.00
10	SUI	67	FARFADET ANDRE MARCEL	CNPR		31.00	41.00	9 9.00	10 10.00	7 7.00	9 9.00	6 6.00
11	SUI	8	CIRCE KIENY PASCAL	CNV		39.00	54.00	10 10.00	9 9.00	5 5.00	DNS 15.00	DNS 15.00
12	SUI	28	YLLIAM 5 ZANILETTI ANDRE	CVSNG		44.00	59.00	— 15.00	— 15.00	— 15.00	7 7.00	7 7.00
13	K	5	SUNSHINE SANDIFORD RODGERE	CVSNG		57.00	72.00	12 12.00	DNF 15.00	DNS 15.00	DNS 15.00	DNS 15.00
—	SUI	24	MIDINETTE GUIGNARD LUC	SNR		60.00	75.00	DNS 15.00	DNS 15.00	DNS 15.00	DNS 15.00	DNS 15.00

ALAIN MAY, Président Comité de Course — X, Président du Jury

Félicitations donc à

Fleau SUI 77 *qui a remporté le Championnat de Classe Suisse 2004 pour les „modernes“ et*

Saga SUI 43 *qui a remporté le Championnat de Classe Suisse 2004 pour les „classics“.*

AZAÏS (Z-16) bientôt sauvé des eaux pour de nouvelles années de bonheur?

Azaïs – c'est l'étiquette d'une doctrine philosophique. Vous avez eu tant de jours ou d'années de malheur ? Vous aurez un nombre égal de jours ou d'années de bonheur…(Pierre-Hyacinthe Azaïs, 1766-1845).

Le 6mJI de 1933 Azaïs, sous le numéro Z-16, est actuellement très malade dans le port de Nyon. Emus par le triste devenir de ce voilier faisant partie intégrante de l'histoire de la plaisance sur le Léman et forts de l'optimisme même transmis par le nom du bateau, quelques passionnés ont formé l'Association AZAÏS en septembre 2004 à Nyon pour le sauver d'une mort quasi certaine en trouvant des sponsors pour le racheter et le restaurer.

*L'*Association AZAÏS *a pour but de sauver ce voilier en le faisant à nouveau naviguer parmi ses pairs et le faisant découvrir aux néophytes et amoureux de ses belles lignes historiques de 6mJI.*

*L'*Association AZAÏS*, à but non lucratif, est soutenue dans son action par Carinne Bertola, conservatrice du Musée du Léman à Nyon et par Philippe Durr, directeur du Chantier Naval du Vieux port à Versoix et plusieurs fois champion du monde de la série.*

*Dans le futur, lorsque le bateau sera à nouveau en état de naviguer, les activités de l'*Association AZAÏS *pourraient, par exemple, s'articuler de la manière suivante :*

- *Participation à des réunions de voile classique (Régate des Vieux Bateaux de la Tour de Peilz, Classique de Sciez, Vieux Gréements de Founex, Fête des Canots de Rolle, Parade Nautique de Nyon)*
- *Régates de la série au niveau national et international*
- *Formation des équipages par des entraînements réguliers*
- *Sorties à la voile pour les sponsors*

Azaïs nous arrive en 2004 après n'avoir appartenu qu'à trois propriétaires seulement depuis sa construction ! Ce voilier a été construit en 1933 sur un plan Camatte au chantier Chiesa à Cannes, France, sur la commande de Monsieur Armand Martin, résidant à Genève, et alors haute figure de la plaisance lacustre. En effet, Monsieur Martin fut président de la Société Nautique de Genève de 1906 à 1917 et plus tard Président du Cercle de la Voile de 1935 à 1936 entre autres.

Le bateau régate beaucoup puis, à la mort de Monsieur Armand Martin, il est vendu à Monsieur Jean-René Dufour en 1951 qui le fait mettre à terre dans son hangar pour des travaux qui durent.

Les travaux s'étant révélés lourds, Monsieur Dufour se désintéresse du bateau et le vend en 1954 à deux jeunes enthousiastes de l'époque, Jean Petitpierre et Emile Charbonnier. Ces deux amis passeront bien des fins de semaine dans le hangar du chantier Béchard à Corsier dans la poussière, les copeaux de bois, l'huile de lin et… l'huile de coude !

En 1956, le bateau est enfin remis à l'eau. Il naviguera depuis lors sans cesse soit en navigation familiale sur tout le Léman, soit en régates sympathiques. Les enfants seront très tôt initiés à la voile sur ce magnifique bateau d'époque. Ainsi, Pascal Petitpierre reprendra le flambeau de son père Jean, lequel est toujours parmi nous pour nous transmettre les anecdotes de la vie d'Azaïs.

*75 ans après sa construction, Azaïs a maintenant besoin de soins intensifs devenus trop onéreux pour un propriétaire dont les intérêts divergent de ce bateau. Aussi, il est grand temps de sauver Azaïs et l'*Association AZAÏS *se prépare maintenant à rechercher des sponsors engagés et passionnés. Des devis ont été demandés, le dossier de sponsoring se crée, l'historique du bateau est recensé, et l'engouement du comité de l'Association –composé de personnes au savoir-faire multiple- est sans faille.*

*Aidez-nous à sauver le 6mJI Azaïs! Si vous connaissez des anecdotes concernant ce bateau ou si vous avez des suggestions ou des dons à faire à l'*Association AZAÏS*, contactez l'association directement via webmaster@vieux-greements.org, car un site Internet a été créé depuis peu pour regrouper les voiliers traditionnels naviguant sur le Léman et sur lequel vous pourrez suivre l'évolution de ce projet. Azaïs a sa page sur ce site :* www.vieux-greements.org/Azais.html*. Nous vous remercions d'avance de votre intérêt.*

Nautiquement vôtre,

Evelyn Tajetti
Formation & Marketing
Association Azaïs
CP 54
CH– 1260 Nyon 1
Tél : 022.364.46.06

The AZAÏS Association tends to refit this classic 6mJI from 1933 designed Camatte, buildt at Chiesa yard in Cannes, France. They look for sponsors. Please contact Evelyn Tajetti in case of interest.

Die Vereinigung AZAÏS versucht die klassische 6mJI Yacht aus dem Jahre 1933, nach einem Plan Camatte bei der Werft Chiesa, Cannes gebaut zu restaurieren und suchen dafür Sponsoren. Evelyn Tajetti gibt Ihnen gerne weitere Auskünfte.

Spots from Lake of Constance

Winterthur, 25. Oktober 2005

Sechser Vereinigung Bodensee
Carl-Boesiger-Memorial-Trophy

In Gedanken hat unser Freund Bö mich und wohl alle aktiven Romanshorner Sechser Segler die ganze Saison 2004 über begleitet und uns immer wieder gefehlt.

Wir wollen ihm zu Ehren einen nach ihm benannten Erinnerungspreis, der

CARL - BOESIGER - MEMORIAL - TROPHY

schaffen und jedes Jahr von neuem austragen lassen.

Als ich vor über 40 Jahren in der Sechser-Klasse mitzusegeln begann, war Carl Boesiger bereits dabei und segelte als Mannschaft und als Steuermann auf den verschiedenen Sechsern von Dr. Ernst Rohner.

Seiner Initiative war es damals zu verdanken, dass die jüngere Generation von Seglern in der eher konservativen Sechser-Szene den Rückhalt finden konnte, der sowohl das eigene Fortkommen, wie auch das der ganzen Klasse letztlich ermöglicht hat.

Heute hat sich in dieser Hinsicht vieles zum Besseren verändert, aber dazu brauchte es Persönlichkeiten wie Carl Boesiger, der nie müde wurde, die Faszination der Sechser weiter zu pflegen und weiter zu tragen, gleichzeitig aber auch jüngere Segler dafür zu begeistern und in den Reihen zu integrieren.

Neben seinem grossen sportlichen Ehrgeiz, seiner fast unbegrenzten Einsatzfreude und seiner grossen Erfahrung, war es vor allem seine Art, Freundschaften zu schliessen und zu pflegen, die ihn auszeichneten und zu der herausragenden Persönlichkeit im Segelsport am Bodensee, insbesondere aber in der Sechser-Klasse machten.

Diese Erfahrung und meine ganz persönlichen Erlebnisse während der letzten fast 20 Jahre, die wir gemeinsam regattierten, sollen nicht nur in meiner Erinnerung wachbleiben, sondern künftig mit der alljährlichen Vergabe der Carl-Boesiger-Memorial-Trophy, die ich der Sechser-Vereinigung Bodensee zur Verfügung stelle, wachgehalten und erneuert werden.

Dies, so denke ich, sind wir unserem Freund Bö stets schuldig; er hat sich, wie kaum einer vor ihm, um die Sechser-Klasse verdient gemacht.

Die Trophäe selbst, das dazugehörende Reglement und die erste Ausschreibung sollen im ISMA-Bulletin 1/2005 vorgestellt werden.

Winterthur, Ende Oktober 2004 Pedro Müller

Carl Boesiger in action with Pedro Mueller ©Jürg Bollier

Association des 6m du Lac de Constance

De même qu'il a certainement accompagné tous les amateurs de 6m actifs de Romanshorn, notre ami Bö a été près de moi durant toute la saison 2004 et nous a manqué à tous.

Nous voulons, pour lui rendre hommage, créer un prix qui honorera sa mémoire, le

CARL BOESIGER MEMORIAL TROPHY

et qui sera disputé chaque année.

Il y a plus de 40 ans, lorsque j'ai commencé dans la catégorie des 6m, Carl Boesiger était déjà là et naviguait en tant que membre d'équipage et en tant que skipper sur les différents 6m d'Ernst Rohner.

Dans le milieu plutôt conservateur des 6m, c'est à son initiative que l'on doit le soutien apporté à la jeune génération des plaisanciers. Un soutien qui a permis non seulement à chacun de progresser personnellement mais aussi à toute la catégorie de se développer, finalement.

Aujourd'hui, de ce point de vue, bien des choses ont changé, et se sont améliorées. Pour faire bouger les choses, il faut des personnalités telles que celle de Carl Boesiger. Il ne s'est jamais lassé de la fascination qu'exercent les 6m et de les faire aimer autour de lui, tout en transmettant son enthousiasme aux jeunes plaisanciers et en les intégrant dans le groupe.

Outre sa grande ambition sportive, son engagement presque illimité et sa très grande expérience, c'était surtout sa façon de nouer des amitiés et de les entretenir qui faisait de lui un être exceptionnel, hors du commun dans le sport nautique du lac de Constance, et en particulier dans la catégorie des 6m.

Cette expérience et tout ce que j'ai personnellement vécu durant ces 20 dernières années quasiment au cours desquelles nous avons régaté ensemble ne doit pas rester gravé uniquement dans ma mémoire; le souvenir doit en être maintenu vivace à l'avenir aussi grâce à la remise chaque année du Carl Boesiger Memorial Trophy que je mets à la disposition de la Sechser-Vereinigung Bodensee.

Nous le devons, me semble-t-il, à notre ami Bö. Rares sont ceux à avoir avant lui fait autant pour la catégorie des 6m.

Le trophée, le règlement et l'annonce de la première compétition seront présentés dans le bulletin ISMA 1/2005.
Winterthur, fin octobre 2004

Pedro Müller

YCRo Yacht Club Romanshorn; 6mJI Trainings

Ralph Müntener, a young 6mJI owner, had again the elan to organise two training weekends in early may and in view of the first 6mJI race, the Silver Cup 2004, to take place in early june in the waters of Romanshorn. Thanks to the YCRo for letting all the infrastructure, to the port-guardian which offerd us berthes and all the friends from Germany, Austria and Switzerland which took part in the training and races, we had an exellent time.

The Lake of Constance offered nice winds form 8 to 20kn all these days. As trainer we had an experimented Finn Sailor and as Race captain Adi Gerlach, a well known personality around the lake.

Sailing was fair and on shore the beer or the tea-rhum was fine. We felt a very warm welcome by our friends. And sometimes it's also good for vice-world-champions to make some training setting sails:

We hope very much that Ralph and Sandra Müntener will organise the training week.ends in 2005 again, as we think, that this helps very much to get a good speed in the 6mJI and to train manoeuvres for the Silver Cup 2005 and the coming World Cup 2005 in Sandhamn end of July.

Thank's again to Ralph and Sandra and all his crew for the effort. Beat Furrer, ISMA news editor

Sail setting training on Courage VII: even vice-champions need it !

YCRo Yacht Club Romanshorn

Jahresbericht 2004 Sechser Bodensee

Training Romanshorn 8. / 9. und 15. / 16. Mai 2004:

Am 8. Mai 2004 wurde mit dem Beginn der Trainingswochenenden in Romanshorn der Startschuss für die Saison 2004 am Bodensee gegeben. Einige Informationen:

Photos und Video:	Jürg Bollier
Gastgeber:	YCRo, Sechser Vereinigung Bodensee
Organisation:	Reinhard Suhner, Ralph Müntener
Trainer, Helfer:	Iwan Fürst, Hans Fatzer
Boote, Material :	zur Verfügung gestellt vom YCRo
Hafenplätze, Kran:	zur Verfügung gestellt von der Gemeinde Romanshorn
Hafenmeister:	Daniel Müller

Wetter und Windverhältnisse:

Am ersten Wochenende wechselhaft Bewölkt, kühl,

Wind ca. 2-4.5 Bft. Aus unserer Sicht ideale Bedingungen. Eine wunderschöne Kulisse vor dem bis weit hinunter verschneiten Alpstein. Auch am 2. Wochenende liess uns der Wind nicht im Stich. Wir konnten bei etwas weniger Wind ein optimales Training, geleitet von Hans Fatzer, durchführen.

Zukunft:

2005 wird aufgrund des engen Terminkalenders am Bodensee nur ein Trainingswochenende möglich sein.

Wir werden das Training am 21. / 22. Mai durchführen. Am darauffolgenden Wochenende findet der Silbercup ebenfalls in Romanshorn statt. Wir würden uns freuen möglichst viele Sechser zu diesen 2 interessanten Wochenenden begrüssen zu dürfen. Es wäre schön wenn wir auch wiedereinmal einige Sechser vom Genfersee zu Gast bei uns hätten. Wie immer stehen für alle die Ihr Boot in Romanshorn lassen möchten Hafenplätze zur Verfügung. Wir werden die Boote während Ihrer Abwesenheit betreuen.

SUI 113 and 122 upwind
©Jürg Bollier

Entraînement à Romanshorn les 8/9 ainsi que les 15/16 mai 2004:

Le coup d'envoi de la saison 2004 a été donné le 8 mai 2004 avec le début des week-ends d'entraînement à Romanshorn sur le lac de Constance.

Quelques informations:

Photos et vidéo:	*Jürg Bollier*
Hôte:	*YCRo, Sechser Vereinigung Bodensee*
Organisation:	*Reinhard Suhner, Ralph Müntener*
Instructeur, assistant:	*Iwan Fürst, Hans Fatzer*
Bateaux, matériel:	*mis à disposition par le YCRo*
Places dans le port,grue:	*mises à disposition par la commune de Romanshorn*
Maître du port:	*Daniel Müller*

Temps et vents:

Le premier week-end, nuageux et changeant, frais, vent d'environ 2 à 4,5 Bft. A mon avis, des conditions idéales. L'Alpstein couvert de neige jusqu'à basse altitude constituait un magnifique arrière-plan. Le deuxième week-end, le vent ne nous a pas fait faux-bond. Nous avons pu réaliser un entraînement optimal avec un petit peu moins de vent, sous la direction de Hans Fatzer.

Avenir:

En 2005, le calendrier étant très chargé, un seul week-end d'entraînement sera possible sur le lac de Constance.

Nous le réaliserons les 21 et 22 mai. La Silbercup aura lieu le week-end suivant, également à Romanshorn. Nous serions très heureux d'accueillir autant de 6m que possible à ces deux intéressants week-ends. Ce serait même magnifique d'avoir la visite de quelques 6m du lac de Genève. Comme toujours, nous mettons des places d'amarrage à disposition pour tous ceux qui souhaitent laisser leurs bateaux à Romanshorn. Nous nous occuperons de vos embarcations pendant votre absence.'

Fazit:

Die Training waren seglerisch wie auch gesellschaftlich ein voller Erfolg. Wir freuen uns den Anlass auch weiterhin durchzuführen und weiter ausbauen zu können. Eines ist klar. Je mehr Sechser dieses Training nutzen desto interessanter wird das Training und letztendlich die ganze Saison. Wir sind überzeugt jeder kann davon profitieren. Aufgrund der bereits bekannten provisorischen Termine können wir im 2006 vermutlich wieder zwei Trainingswochenenden durchführen.

Conclusion:

Les entraînements ont été un plein succès, tant du point de vue de la voile que sur le plan de la convivialité. Nous nous réjouissons de pouvoir continuer à organiser ces événements et aussi à les développer. Une chose est claire: plus il y a de 6m à ces entraînements et plus ils sont intéressants et toute la saison aussi, finalement. Nous sommes persuadés que tout le monde peut en tirer profit. D'après les dates provisoires déjà connues pour 2006, nous pourrons vraisemblablement réaliser à nouveau deux week-ends d'entraînement.

SUI 45 Mecara ©Jürg Bollier

6mJI in the training ©Jürg Bollier

Festspielregatta 2-Hand - Rund - Um 30. / 31.Mai 2004 :

An der diesjährigen Festspielregatta waren leider nur 3 Sechser gemeldet.

SUI 45	Meccara	Hans und Reinhard Suhner
GER 50	Courage 6	Dietrich und Max Grünau
AUT 48	Antares	Stefan und Clemens Trappel

AUT 48 konnte die Regatta für sich entscheiden und belegte als bester Sechser den 9. Platz in der Yardstick Gruppe 1. Die 2-Hand – Rund – Um findet nächstes Jahr am 15. / 16. Mai 2005 statt. Eine Woche vor dem Training. Dies wäre eine gute Gelegenheit diese interessante Regatta mit dem Training und dem Silbercup von Romanshorn zu kombinieren. Die Sechser könnten ab 5 Booten als Klasse gewertet werden, was die Regatta noch viel spannender machen würde. (Leider keine Photos vorhanden)

SUI 60 La Difference downwind ©Jürg Bollier

Silver Cup

Bei guten Windverhältnissen konnte der Silbercup 2004 vor Romanshorn unter den sieben gemeldeten Sechsern ausgetragen werden. In den drei gesegelten Läufen konnte sich Beat Furrer mit seiner Mannschaft durchsetzen und Gewann den Cup mit 6 Punkten. Am Samstagabend waren wir auf Initiative von Pedro Müller bei Iwan Fürst in seiner Werft zu Gast. Inmitten von Hobelbänken und Schiffen durften wir einen schönen geselligen Abend verbringen. Herzlichen Dank an Pedro Müller, Familie Fürst und die romanshorner Sechser die diesen Abend organisiert und ermöglicht haben. Im nächsten Jahr wird diese Regatta das zweite Trainingswochenende ersetzen. Dies ist für uns Grund genug auch an diesem Anlass etwas für Euch zu organisieren. Lasst Euch überraschen.

YCRo the President on the startboat ©Jürg Bollier

WERTUNGSGRUPPE: 6mR
WERTUNGSART: Class

POS	SGLNR.	YACHTNAME	EIGNER/STEUERMANN	CLUB	1.Wf	2.Wf	3.Wf	Gesamt
1	SUI 113	Temptation	B. Furrer	AVP	4.00	1.00	1.00	6.00
2	SUI 73	Moby Dick	Ralph Müntener	YCRo	1.00	4.00	2.00	7.00
3	SUI 45	Mecara	Reinhard Suhner	SVB	2.00	2.00	4.00	8.00
4	SUI 122	Woodoo	Jakob Blattner	SCE	3.00	5.00	3.00	11.00
5	SUI 60	La Difference	Thedy Schmid	YCRo	5.00	3.00	8.00	16.00
6	K 7	Fintra	Niklaus Waser	SGDe	6.00	6.00	6.00	18.00
7	AUT 7	Marquise	Backmeister Felix	YCB	7.00	7.00	5.00	19.00

SUI 113 TemptationII winning the Silver Cup 2004 ©Jürg Bollier

6mJI AUT 7 sailing upwind ©Jürg Bollier

Silver Cup

Le vent était bon lors de la Silver Cup 2004 que se sont disputés devant Romanshorn les sept 6m qui s'étaient inscrits. Dans les trois manches, c'est Beat Furrer qui a pu s'imposer avec son équipage et qui a gagné la coupe en totalisant 6 points. Sur l'initiative de Pedro Müller, Iwan Fürst nous a invités à visiter son chantier naval. Nous avons passé une agréable soirée très conviviale au milieu des établis et des bateaux. Un grand merci à Pedro Müller, à la famille Fürst et aux 6m de Romanshorn qui ont organisé cette soirée et ont fait en sorte qu'elle puisse avoir lieu! L'année prochaine, la régate remplacera le second week-end d'entraînement. C'est pour nous une bonne raison d'organiser quelque chose pour vous à l'occasion de cet événement. Attendez-vous à une surprise!

Mondscheinwoche 14. bis 18. Juni 2004 Arbon:

Auch dieses Jahr nahmen wieder vier Sechser an der Arboner Mondscheinwoche Teil. Bei unterschiedlichen Windverhältnissen konnten dieses Jahr fünf Wettfahrten gesegelt werden. Jeden Abend konnte der vorgesehen Lauf, unter zum Teil schwierigen Verhältnissen, zu Ende gesegelt werden. Für die teilnehmenden Sechser war es ein gutes Training für die kommenden Regattan. Es ist immer wieder interessant unter verschiedensten, nicht immer optimalen Verhältnissen zu segeln.

Rangliste: Yardstik Gruppe 1 (25 Boote)

08. Platz	SUI 122	Woodoo	Pedro Müller	01	(26)	05	26	03	35
11. Platz	SUI 60	La Difference	Thedy Schmid	10	(26)	08	14	12	44
15. Platz	SUI 106	Nisida	Manfred Meyer	(26)	26	13	04	15	58
17. Platz	SUI 73	Moby Dick	Ralph Müntener	09	(26)	14	13	26	62

Wir danken dem Yacht Club Arbon für den gelungenen Anlass und die gute Organisation

(Photos können bei £www.yca.ch angesehen werden.)

Pokalregatta Bottighofen 14. / 15. August 2004 Bottighofen:

Am Samstag morgen werden wir von Wettfahrtleiter Hans Wittich zur Regatta begrüsst. Nach einer kurz und bündigen Steuerleutebesprechung geht es gleich aufs Wasser. Es herschen ideale Windverhältnisse. Bei 3-4 Bft. mit zum Teil heftigen Böen können wir am Samstag 3 faire Läufe segeln. Am Abend führt Woodoo mit einem Punkt Vorsprung auf Moby Dick das Zwischenklassement an. Auf dem 3. Platz mit 5 Punkten Rückstand folgt Jeu du Vent mit einem Punkt Vorsprung auf Meccara auf dem vierten Platz. Es ist spannend. Der letzte Lauf am Sonntag wird noch alles entscheiden können. Am Sonntagmorgen können wir bei leichten, drehenden Winden den vierten Lauf segeln. Woodoo konnte seine Führung mit einem weiten Platz verteidigen und gewann somit die Pokalregatta von Bottighofen. Meccara konnte mit einem Laufsieg Moby Dick überhohlen und wurde mit einem Punkt Vorsprung zweiter. Wir danken der Segelvereinigung Bottighofen für die tadellose Organisation und freuen uns auf weitere aufregende Anlässe in Bottighofen.

Clubregatta YCRo 21. / 22. August 2004 Romanshorn:

Die Clubregatta des YCRo beginnt traditionellerweise am Samstag mit einer Langstreckenwettfahrt. Bei aufregenden Windverhältnissen konnte die Regatta am Samstag pünktlich gestartet werden. Am Start waren La Difference und Woodoo. Moby Dick konnte dieses Jahr leider nicht starten da Ralph Müntener Wettfahrtleiter dieses Anlasses war. Bei 4-5 Bft., in Böen zum Teil bis 6,5 Bft. wurde die Langstrecke zum Paradestück von Woodoo. Mit grossem Vorsprung gewann Woodoo mit Pedro Müller das blaue Band des YCRo. Die Mannschaft von Thedy Schmid mit La Difference hatte leider etwas Pech und verlor das Grosssegel sie konnten die Langstrecke auf dem Vorwindkurs nur noch mit dem Spinacker fertig segeln. Am Sonntag segelten wir noch einen Up and Down Lauf und konnten so unsere Clubregatta abschliessen.

(Rangliste und Photos auf www.ycro.ch)

Spots vom Thunersee

Unfortunately we do not have news from the Lake of Thun. But SUI 113 will pass some days in spring and summer 2005 at this butiful mountain lake, where still three six meter yachts are sailing.

Spots from the Lake of 4 Cantons

It was great fun to sail the Uristier Cup in the Lake of Uri, which is very windy by sunny weather. We were there with the 6mJI Temptation II. Even when we had to sail against other type of boats and were under the yardstick time compensation we had nice sailing and a good compensated result against modern designs. 6mJI are still fast yachts !

Thermik, Flaute und gestrauchelte Favoriten

The co-skipper argues quite heavily with the skipper

Temptation II at the famous Tellskapelle

Temptation II downwind

The ISMA editor and his co-skipper

6mJI activtiées en France

Bénodet accueillera en juin 2005 les 2 courses suivantes:

- Coupe de l'Entente Cordiale / 22 & 23 juin

- Championnat Open de France et de Grande Bretagne / 24, 25 & 26 juin 2005

Il y aura 2 manches par jour.

Nous avons mis au point ce programme avec nos amis anglais qui comptentvenir avec environ 8 bateaux (classiques et modernes).

Nous avions déjà organisé en 1992 et 1994 avec eux différentes régates à Bénodet, dont une édition de la Coupe de l'Entente Cordiale et un Championnat Open de France et de Grande Bretagne. Bernard Haissly avait participé aisi que 2 autre 6 M suisses à ces courses.

Il pourrait être intéressant de préciser que le Championnat se tiendra en même temps que „ La Belle Plaisance" qui est un joli rassemblement de classiques métriques et autres maintenant bien établi à Bénodet. Ceci promet un beau spectacle et une ambiance sympathique et l'occasion de donner à nos 6 M une belle visibilité médiatique et autre.

Bien cordialement, Stefan O'Reilly-Hyland métriques et autres maintenant bien établi à Bénodet. Ceci promet

un beau spectacle et une ambiance sympathique et l'occasion de donner nos 6 M une belle visibilitè médiatique et autre.

Bien cordialement, Stefan O'Reilly-Hyland

Les Voiles de Saint Tropez

Les nouvelles des Voiles de Saint-Tropez. Dès mon retour à Saint-Tropez la semaine prochaine, j'obtiendrai et je vous enverrai les résultats - avec quelques remarques supplémentaires. Vous trouverez aussi en annexe une photo des deux „nouveaux" bateaux de 2004, Bob Kat II et Saskia of Rhu. Sur un autre tangent, j'ai commencé aujourd'hui des recherches sur les 6mJI français au Musée de la Marine. Je ratisse Le Yacht dès le début de la jauge. Il n'y avait que quatre bateaux français au début juin lorsque le Cercle de la Voile de Paris a organisé une compétition internationale de 6mJI sur la Seine à Meulan. Le bateau français était Yvonne. Quatre nations ont envoyé des bateaux, y compris l'Allemagne et l'Espagne. (J'ai du arrêter mon travail ce soir avant de terminer l'article sur les résultats.) Je sais que le bateau allemand Onkel Adolf a gagné. Pour info, je mets en annexe des photos des concurrents français et allemand.

„Voiles de Saint-Tropez 2004 - Marconi / Tradition - catégorie "C"

Noms des Yachts	Classe	N° Voile	Classement global	Points	Dienstag Oktober 05	Mittwoch Oktober 06 Ordre d'arrivée	Freitag Oktober 08	Samstag Oktober 09
Lawrence of Arabia	30m_		1	6				
Bob Kat II	6mJI	US-54	2	9	2	3	3	1
Lola	40m_		2	9				
Ludwig	30m_		4	17				
Nancy	6mJI	US-60	5	23	6	5	5	7
Aile VI	8mJI		6	24				
Caprice	6mJI	GBR-48	7	26	7	7	6	6
Clymène II	6mJI	B-66	8	42	10	DNS	8	DNC
Dix Août	6mJI	FRA-111	8	42	9	9	DNC	DNC
Saskia of Rhu	6mJI	K-14	9	48	DNC	DNC	DNC	DNC
Voiles de Saint-Tropez 2004 - hors catégorie								
Georgia	6mJI	GBR-99			Premier des 6mJI			

Voiles de Saint-Tropez 2004 - 6mJI classiques & modernes confondus

Noms des Yachts	N° Voile	Classement global	Dienstag Oktober 05	Mittwoch Oktober 06 Ordre d'arrivée	Freitag Oktober 08	Samstag Oktober 09
Georgia	GBR-99	1	1	1	1	1
Bob Kat II	US-54	2	2	2	2	2
Nancy	US-60	3	3	3	3	4
Caprice	GBR-48	4	4	4	4	3
Clymène II	B-66	5	6	DNS	5	DNC
Dix Août	FRA-111	5	5	5	DNC	DNC
Saskia of Rhu	K-14	7	DNC	DNC	DNC	DNC

It was the first time that Bob Kat II and Saskia of Rhu were present for the Voiles. Caprice made the round trip from England specially for the Voiles. Bob Kat II and Saskia of Rhu had both competed in the Régates Royales at Cannes the previous week. Dix Août's DNC for the last two races had to do with their taking on water. The wind conditions were light and the sea relatively smooth, except for the third race where a chop made for much pumping.

Cordialement,

Basil Carmody

We remember the information in ISMA Bulletin 1/2003 where Denis Sarraquigne presented us his idea to refit Saskia of Rhu. What a pleasure to see this classic 6mJI in perfect condition.

Your editor had the chance to see Doug Peterson's classic 6mJI in Porto Rotondo. What a nice result after this other recent refit.

CANNES

Nouvelles stars dans la baie

Du 28 septembre au 2 octobre, un vent de nouveauté soufflera sur les Régates royales de Cannes. Une dizaine de nouveaux voiliers, spécialement restaurés pour l'occasion, viendront faire honneur à l'un des plus grands rendez-vous du yachting classique. *Merrymaid*, lancé en 1904, devrait faire sa première apparition après deux ans de restauration. *Mariquita*, le magnifique 19 M Class de 1911, portera fièrement ses 585 m² de voilure. On attend également *Classic Addy*, dessiné en 1936 par Johan Anker, *Morwind* (1938), *BobKat* (1932), *Viken* (1939), ou encore *Djinn*, reconnaissable à son gréement aurique. Grande première également pour *Thunderhead* et *Brynhilde*. 250 yachts seront au rendez-vous pour cinq jours de régates : 80 Dragon, composés des équipages de 14 nations, les 6 M JI, sortis du championnat d'Europe à Porto Rotondo, les 8 M JI et les Toucan qui se disputeront le trophée des Régates annuelles en mer et les 12 M JI qui concourront pour leur championnat d'Europe. M.-H. L.

Renseignements au Yacht Club de Cannes : Tél. 04 93 43 48 99

E-mail : cannes-regates@wanadoo.fr

Anciens et nouveaux sont attendus en baie de Cannes.

NOIRMOUTIER

La Lancel Classic prend de l'ampleur

© D. Dessein

Sous l'égide du Yacht Club de France et en collaboration avec le Yacht Club de La Baule, Lancel et le Cercle du Bois de la Chaire ont organisé, comme chaque été à Noirmoutier, l'une des manifestations les plus emblématiques de l'esprit de la belle plaisance sur la côte atlantique. À quelques jours du National Requin organisé par le CVBC sur le même plan d'eau, 29 Requin sont venus se joindre au spectacle en baie de Bourgneuf, au beau milieu d'une flotte de monotypes de tradition, de voiliers de classes métriques et de Dragon. Point d'orgue à une semaine de compétition débutant par des régates en baie de La Baule, suivies d'un parcours de ralliement avec escale à Pornic, les unités ont jeté l'ancre devant l'estacade de la plage des Dames. Pour sa troisième participation, le 8 M JI napolitain *Aria*, skippé par Mauro Pelashier a de nouveau dominé la régate. Mais c'est le 8 M JI *Aile VI*, barré par Marc Thierzelin, qui a donné une véritable résonance médiatique à l'événement, en retrouvant *Enchantement IV*, son ancien adversaire des Jeux de 1928 ! Rappelons que *Aile VI*, alors barré par Virginie Hériot, avait été sacré champion olympique. Y. Le Ber

La Baule - 25 au 28 juillet

Classes 5.5 M JI, Requin, Dragon
1er *Opium* - 2e *Eclipse* - 3e *Gwenola*
Classe 6 M JI
1er *Vert Galant*
Classes 8 M JI, 10 M JI
1er *Aria* - 2e *Enchantement* - 3e *Aile VI*

Noirmoutier - 30 juillet au 1er août

Classe 10 M JI : *Pen Duick*
Classe 5.5 M JI : *Cybele*
Classe 6 M JI : *Vert Galant*
Classe 8 M JI : *Aria*
Classe Dragon : *Eclipse*
Classe Requin : *Pierre II*

6mJI activites in Great Britain

The British International Six Metre Association
43 Lansdowne Gardens London SW8 2EL
Tel: +44 (0) 207 720 5736
Fax: +44 (0) 207 627 0944
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e-mail: rees.martin@btinternet.com website: www.6mr.org.uk

Report on BISMA Spring Regatta; Lymington, 21st to 23rd May 2004.

We often thought that BISMA should have a May meeting and with Don Wood's help and recommendation we chose Lymington as a likely venue. Being in the West Solent it is less crowded, had regular winds and close to good facilities - and if necessary we could move out into the adjacent sailing area in Christchurch Bay.

It was wonderful to see a good turnout for the first of the season. As guests of The Royal Lymington Yacht Club, we looked forward to three days of racing in the West Solent.

With Bill Green's immaculate Sparkman Stephens *Nancy,* Richard Bond's beautiful *Erica* , *Caprice* looking stunning in her new Doyle sails (now owned by Brian Pope) and Finvola as ever looking so evocative of her period, the graceful and very swift *Thistle* had serious competition.

The first two races took place on the Friday afternoon under the expert eye of the Race Officer Ken Kershaw. The Classic *Nancy* helmed by Pom Green led from the outset and took first place, followed closely by *Conch Fritters* and *Bear*. It became very clear to all that the Solent tides would play a major part in the weekend's racing!

The second race of the day started in well with *Finvola* on a cracking start, giving *Bear* an uncomfortable "pinching" first beat."*Conch Fritters* took line honours, *Bear* second and *Thisbe A* third.

The Sixes returned to the Royal Lymington Yacht Club Pontoon, where they made a great sight for a reception for the Commodores from the United Kingdom yacht clubs. This certainly reminded them that Six Metres are flourishing.

Owners, crews and friends moved off to a hog roast barbecue at the Chequers Inn for a Caribbean Evening where Mount Gay Rum flowed indeed freely…

On Saturday, racing started promptly at 1000 hours and *Bear* took the first race with *Conch Fritters* second and *Erica* third. Sadly *Caprice* sheared her gooseneck just before the start and had to withdraw from the weekend racing. We are assured she will be in Fowey for the British Opens. The second start was delayed as the Race Officer (correctly) moved the course to take into account the changing wind patterns. *Bear* was first, *Thisbe 2nd* and *Conch Fritters* third. The last race was held in a full ebb tide and gave concern to those not used to the Solent. *Thistle, Nancy, Bear* and *Thisbe B* opted for the coastal (northern), taking benefit from the eddying tide. You could tell those yachts with echo sounders! *Thisbe B* won with *Bear* second and *Thistle* third.

That evening owners, crews and friends dined with the officers and wives of the Royal Lymington Yacht Club. The party was over seventy and with the lovely view overlooking the river and the evening continued well into the night. The Rear Commodore spoke well of the days' sailing and the prizes were duly presented to the winners. (See the attached Results).

6mJI Bear ©Kos

With growing interest in the Six Metres, Dan Houston from "Classic Boat" and Kos the photographer had spent the day with Tim Street on a beautiful old Swordsman, watching the racing. We were pleased to hear that the images were up on Kos Pictures website (www.kospictures.com) within 24 hours and Dan Houston is preparing a series of articles on the International Classes for Classic Boat. (He is also keen to hear about the Queen Christina Nations Cup and will review this in the August issue.) Daphne Morgan-Barnicoat had joined Finvola for the racing - straight from the Classic Antigua Week with"*Ranger* and *Endeavour*; quite a contrast!

Nancy US 60 ©Kos

While not part of the official programme, the Royal Lymington organised a morning's sailing for mixed crews. Don Wood invited the Commodore of the Royal Lymington on *Thisbe* and Avia Willment from the Eight Metre Association did very well on *Erica* and took a second. We expect to see more of Avia and look forward to the combined 6 & 8 Metre Regatta at Cowes in July.

After a farewell lunch and drinks at the RLymYC, the Solent 6 Metres departed for the Hamble. It was agreed that this event must be repeated and today we received an invitation from the Royal Lymington to return next year.

Rees Martin

Secretary

BISMA

Dense racing.jpg

Erica.jpg

International 6 Metre Regatta 2004

Sail No	Boat	Helm	Crew	Series Points	Series Place	Race 1	Race 2	Race 3	Race 4	Race5
102	Bear		Rees Martin	6	1	3	2	1	1	2
BAH1	Conch Fritters		Robert Leigh-Wood	8	2	2	1	2	3	4
US60	Nancy		Pom Green	15	3	1	4	5	10	5
HKG2	Thisbe (A)		Don Wood	17	4	8	3	4	2	10
HKG3	Thisbe (B)		Philip Hancock	18	5	10	6	7	4	1
K72	Thistle		Tom Richardson	19	6	6	5	6	5	3
57	Erica		Richard Bond	26	7	7	10	3	10	6
19	Finvola		R Richardson	26	8	5	8	8	6	7
48	Caprice		Brian Pope	31	9	4	7	10	10	10

Sun 23 May 04 17:57:55

Report on the 2004 International Six Metre British Open Championships.

Fowey Cornwall; 27th June to 1st July.

It would have been optimistic to expect the wonderful weather we had when last in Fowey in 2002. This year, the whole of South West England experienced variable winds and weather and while we were lucky and this year's sailing was exciting, the resultant mixed seas caused several postponements and breakages. However Fowey put on a very pleasant five days and what we lost in weather we gained in the social activities.

The anticipated good attendance was marred by late withdrawals and we opened the week with seven entries. With several sixes changing ownership and others nearing restoration completion, the turnout was less than we had hoped for.

The yachts arrived in Fowey during the previous week and were ferried over to Alan Tom's yard for craning and launching. By Saturday all were safely rigged and on a pontoon opposite the town centre. *Caprice* had sailed up from Falmouth and met dense fog some ten miles out of Fowey. Cornish dead reckoning put her precisely at the harbour mouth - just to show that Six Metre owners know more than just windward/leeward racing…

Despite the lack of numbers, Fowey could see we had arrived. After Skippers Briefing on Sunday morning, the practice race started promptly at 1100 hours under the watchful eye of Race Officer David Warren. The First Race started soon after and with hindsight was one of the more relaxed race days. That evening, the owners of the three host yachts Richard Bond, Rees Martin and Andrew Thomas gave a drinks evening on the terrace/slipway for owners, crews, families and friends. This was a good time for old friends to meet and newcomers to join this friendly fraternity. The day was slightly marred by the withdrawal of *St Kitts lll* with a lifting chainplate. The damage looked substantial, however repairs are underway and we hope to see her out for the next regatta.

Racing in earnest stated on Monday. *Battlecry* and *Caprice* quickly showed their paces, which indicated their dominance of the week's, racing. That evening we were welcomed by the Royal Fowey Yacht Club and enjoyed drinks on their terrace, with a marvellous view of the harbour. Commodore Gordon Coombes welcomed us back and wished us a good week.

After racing on Tuesday and a gloomy forecast, it was decided to condense the racing to three races per day. We did not race on Wednesday and took RIBs up the estuary to the Fisherman's Arms – only to eat out in the sun!! Such is racing in Cornwall. That evening the Royal Fowey Yacht Club hosted a barbecue for the participants and members. Despite having owned Six Metres, some for often many years, we were all struck how much the sailing fraternity do admire the Six Metre lines – and that modern and classic can race together. An impressive legacy.

The Wednesday night dinner at the magnificent Fowey Hall turned out to be more than anticipated. Richard Bond turned

his oration skills to good use and persuaded/cajoled/demanded those present to contribute to the purchase an Optimist for the second Fowey Club, the Fowey Gallants. This local sailing club is building a fleet of Optimists and we all felt this was a cause worth supporting. We have promises for moneys in excess of one Optimist and look to using the surplus at a future regatta venue – Lymington may be the next..–*BISMA 1* will be suitably named and launched in Fowey in August.

The Thursday racing was again inhibited by winds exceeding our limits and after two events, we decided to call it a day and moved quickly back to the sanctuary of the estuary.

That evening the prize-giving and final reception were held in the reception hall in Place, the home of the Treffry family for 700 years. This impressive castellated house in large gardens looks over Fowey and the estuary was an ideal venue. Twink Carter, our local BISMA representative introduced Admiral Sir Robert Woodard KCVO, DL who presented the trophies. Ben Clothier took the impressive new Modern trophy, recently presented to BISMA by Robert Leigh-Wood. Robert received the lovely Lion trophy for second place and Brian Pope received the Dudley Head Trophy for winning the Classics section. Ben Clothier thanked the organisers for the week and Robert closed the reception by thanking the Royal Fowey Yacht Club for all their efforts in providing another entertaining British Open Championship. Robert confirmed that the next British Open Championships would be held in Benodet in France in June 2005.

Our special thanks went to George Cussans, Rear Commodore (Sailing), Lt Col. Philip Hills Hon. Sailing Secretary and David Warren, Race Officer. The adverse weather conditions made course laying difficult and their ability to quickly meet the changing circumstances was appreciated by all. Equally we must thank Amos for the use of Aquilla as Committee Ship this was extremely generous under often challenging (!) conditions.

We have to congratulate Alan Toms and his yard for arranging the reception, transfer, rigging and launching of the yachts was done with deceptive ease.

Robin Price wrote the attached article in the Western Morning News and took the attached images. Additional images will also be shortly on the Kos Pictures website – kospictures.com .

A final thanks to Twink and John Carter. Their assistance, guidance and support in arranging social events, intervening when needed and tactful handling of inevitable misunderstandings were just masterful.

We look forward to our next events in Cowes in July— the 6 & 8 Metre Regatta with the Royal Corinthian and the Household Division Regatta with the Royal Squadron

It is not surprising that we anticipate five 6 Metres entering the Fowey Regatta in August.

Rees Martin

Secretary BISMA

For those interested in visiting Fowey, have a look at the following websites

www.rfyc-fowey.org.uk and

www.fowey.co.uk

International Six Metre British open Championships

Fowey Cornwall 27th June to 1st July 2004

Position	Sail No	Yacht	Owner	Helm	Race 1 27.06	Race 2 28.06	Race 3 28.06	Race 4 29.06	Race 5 29.06	Race 6 29.06	Race 7 30.06	Race 8 1.07	Total	With Discard
Classics														
1	GBR 48	Caprice	Brian Pope	Brain Pope	1	1	1	1	1	1	1	4	11	7
2	GBR 57	Erica	Richard Bond	Richard Bond	4	2	2	2	2	2	3	4	21	17
3	GBR 66	St Kitts III	Andrew Thomas	Andrew Thomas	4	4	4	4	4	4	4	4	32	28
Moderns														
1	GBR 88	Battlecry	J.O.Prentice	Ben Clothier	1	1	1	1	1	1	5	5	16	11
2	BAH1	Conch Fritters	RobertLeigh-Wood	RobertLeigh-Wood	5	2	2	3	2	2	2	3	21	16
3	GBR102	Bear	Rees Martin	Rees Martin	5	4	3	2	3	4	1	1	23	18
4	HKG3	Thisbe A	Don Wood	Don Wood	2	3	4	4	4	3	5	5	30	25

1st July 2004

Article from local newspaper

Bay's racing darlings ooze grace and style

A trip to Fowey is always a tranquil experience. The narrow winding streets that all wind purposefully down to the waterfront which, after all is the whole point of the small pretty town, are a stark reminder of times past.

My escort through the malaise of cottages with their well-kept front gardens was one of the event's organisers, Twinkle - as she is affectionately known in the town. She had kindly invited me to watch the 6 Metre racing out in the bay and as we clumped our way down - the steep lanes and walkways to the quay she spoke of the changes in the town she has known all her life.

But, on the pontoon looking across the quiet tree-lined estuary at the classic 6 Metre Erica on her mooring, one thing for certain hadn't changed. . The Metre rule has stood the test of time, nearly 80 years old now, and Richard Bond's fully restored and beautifully maintained yacht looked ready to put up a good fight against later „Moderns", as any built after 1965 are known and it is a tribute to the International Rule origins that the 6 Metre Class yachts can still race together.

The 6 Metre has a fanatical following and of the Metre classes has been the most popular in build numbers too, mainly because of the cost, ease of transport and the need for the relatively small crew of five. Being the smallest in the class they have always been the cheapest to build and maintain when compared to their larger counterparts - the 8s or the fabulous 12 Metres - which, for many years, were the backbone of the America's Cup.

Several were even built to test new designs for 12 Metres and they share those classic good looks in, and out of the water, which is possibly why the Six Metre Association claims that if God could have a boat, he would have chosen a 6 Metre. Not surprising then that nearly every boat designer and builder - names including Olif Stephens, Pelle Petterson and Ian Howlett, to Fife, McGruer and Camper & Nicholson - have all had a go at building at least one.

Hull designs have always been technologically advanced. Wing keels, rod shrouds and the latest in sail composition on the „Moderns" contrast with the ageless wooden decks and fittings of the „Classics" and both styles were in Fowey for the national championships this week.

Unlike Conrad Humphreys who, as you read this, is stampeding back across the Atlantic, ≠

taking the chance to put his Open 60 through its paces with two crew - with the wind raging at up to 50 knots, these sleek (they are very narrow in the beam) refined boats are cramming in as many races as they can in the first few days of their regatta before the predicted weather system moves in that could take the wind strength over their limit.

Over-canvassed and delicate as they are, for these miniature greyhounds of the sea anything much over 22 knots is, depending on the sea state, pretty well out of bounds.

But, on Tuesday the weather was still fair as the six competing boats were towed out of the estuary and into the bay for the start of their second day's racing - racing which, in this type of boat, is both highly competitive and skillful.

It attracts some of the best sailors, many of whom have been or still are semi-professional, and the lower than normal number of entries in this year's event reflected this.

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As Rees Martin, secretary of the UK association, commented: „At the moment a lot of boats are changing hands and owners have either not got the boats up to scratch or haven't settled down with their crews yet and aren't prepared to commit to a championship when they are not on top form."

On top form and impressing everyone in Fowey at present is John Prentice and his well-drilled crew who are leading the field on board his 1988 modern, Ian Howlett-designed Battlecry and no discerning owner would want to be trailing in his wake through lack of preparation.

Interest in the class, and the Metre classes in general, is growing and to the devoted, the class has managed to retain the heritage of international class racing in thoroughbred boats that don't have to break the bank.

As Rees pointed out: „To campaign one is vastly cheaper than, say, a Sigma 38. We would like to bring younger teams into the class who can't necessarily afford one on their own but could part own or charter.

„There are a lot of the crews who would like to campaign and we are always trying to keep the cost of events down to enable this. Places such as Fowey are a good example of this - storage, lifting and the all-important social life are better value than further east for example, not to mention the excellent sailing the bay has to offer."

So although the boats and their design have moved on the 6 Metres still have one thing in common: their distinctive sailing silhouette and an adherence to a tried and tested formula. And, as Rees says „a beauty and a compelling history." Much like Fowey, which, has played host to virtually every class over the years from the grand J Class of the 1920s to the smallest dinghies. Hopefully the 6 Metres will continue their long association with the town for years to come. ≠

Western Morning News: Friday 2nd July 2004

Robin Price

Rees Martin's comment to the 2007 World Cup

Dear Friends and Members.

With our Europeans Championships and the AGM in Porto Rotondo imminent, we are concerned that there may be a misunderstanding over the proposed venue for the above event. Early last year, we understand a proposal was put to ISMA that our World Championships be held in Scotland on the Clyde. This pre-invitation we understand was also issued to the International 12 Metre Association. The proposal was that as the International Eight Metre Association is to hold their 2007 World Championships in the Clyde and as this is the centenary of the International Rule, it would be a great moment for the three classes to race together. The Clyde has wonderful connections with early Metre Class yachting and one can fully appreciate the motives in suggesting this.

However reservations were expressed over the feasibility in firstly attracting sufficient 6 & 12 metre entries from Europe and North America and secondly whether the Clyde infrastructure could cope with three coinciding international events. BISMA felt the Solent would be a more appropriate venue for the 6 Metre event and from informal, positive discussions with the various Solent authorities, we felt confident in proposing the Solent alternative. This proposal has been sent to ISMA and we have asked that the matter be discussed at the AGM in Port Rotondo. We have spoken to the Royal Northern & Clyde Yacht Club about this matter and they are looking forward to hosting the International Eight Metre Association World Championships in 2007. They are however concerned that it is thought the 6 & 12 Metre Worlds are proposing to join the 8 Metres. The Royal Northern and Clyde Yacht Club is looking forward to providing some great racing and festivities for IEMA but feel the Clyde infrastructure is not suitable for three events. We agree.

Another reason for proposing to hold the 6m 2007 Worlds in the Solent is that this event would link directly with the International Metre Regatta being organised in Cowes. The 6m World participants would have the opportunity to also sail in this unique event. I am involved in the organising of this regatta. It has created considerable positive press coverage and arrangements are well under way. Many other metre class yacht owners have expressed great interest and from the last count we anticipate over two hundred and fifty entries. The Royal Yacht Squadron are enthusiastic about our proposals, as are the other Solent clubs and relevant organisations.

We hope this clarifies the position and that an informed decision can be reached at the AGM on the 14th.

Yours sincerely, Rees Martin, Secretary, BISMA

Red duster to remain intact

Controversial proposals to incorporate the European flag within the Red Ensign have been thrown out by a vote of 458 to 44.

Although this was the first bill-reading of three, it is thought very unlikely to return. Brussels consultant Michael Clarke told CB, "It is a non-starter."

The European Boating Association (EBA) commented: "Our unanimous view is that the private pleasure craft owners of all EU states wish to retain their national ensigns."

6mJI activites in USA

International Six Metre North American Championships

July 24 – 25, 2004 Vancouver, B.C. Canada

Randy Cunningham

For the first time in some decades, the weekend of July 24-25th, 2004 saw English Bay in Vancouver, British Columbia, Canada host a fleet of International Six Metres for the North American Championships. With the resurgence of interest in the class in both Europe and North America, a fleet is beginning to grow in Vancouver, from no boats four years ago to at least four by the end of this year.

Even with a half dozen

"no shows" from out of town boats with logistical issues, seven of these fine-lined vessels made this Corinthian type event, hosted by the Kitsilano Yacht Club. Of these, two were in the Modern division. The first being the 1978 Chance designed "Frenzy" owned and sailed by ex- Star world champion Eric Jespersen and the beautiful 1986 Kirby designed "Capriccio" owned and sailed by Roger Ivie out of Santa Cruz, CA.

Four of the five "Classics" were pre-WWII built with Hanko III being constructed in 1955 and first sailed by Prince Olav of Norway. Even with Ca Va originally from Denmark, US built Starwagon , the Scottish Johan of Rhu and Saga, another Norwegian boat, these boats spoke the same language; put your nose into the wind and waves and soak the crew.

Audrey Davies and her husband Fred chaired the event and another member of the Race Committee, Olympic medalist Dave Miller, has a long history with 6's and 12's and in fact, his family owned Ca Va for forty years.

This was a no throw-away, six race series held in perfect weather conditions with four windward-leewards the first day with one more the next day and a 'distance' race following. Winds varied from about 14-20 knots on the first day and at the first gun the two Moderns lead the fleet with Eric Jespersen holding off Capriccio, with Rob Burton as the hired-gun tactician. They held their positions to the line with Randy Cunningham on Ca Va crossing in 3rd place. The next race saw the two Moderns again lead the fleet with US sailor Kimo Mackey on Saga being the first Classic to finish. Race 3 had Capriccio in a spot of mechanical bother so they slipped to 4th position with Saga then Hanko leading her in.

By the fourth race, Mr Burton was beginning to sort out what made Capriccio rock and when Frenzy was over early the cover was broken and she was 'histoire'. Saga was again first of the classics followed by Ca Va, Hanko, Starwagon and Johan.

Sunday's first race had Eric's skill and well drilled crew first in, followed by Capriccio then Saga. Things were starting to get a bit serious at the start of the distance race which took the Point Grey bell buoy, QC then the Kitsilano barge buoy to starboard. At four minutes to go Messr. Jespersen and Burton were reliving their America's Cup trial days (both were members of the Canada 1 Challenge in 1987) by chasing each others tail around the start area. Shortly after the gun, there was contact with Capriccio failing to stay clear to windward and Frenzy's quick wave of the red rag had Capriccio doing her 720. Nevertheless, by the Bell Buoy it was Saga in the lead followed by Capriccio, Frenzy and Ca Va. At this point, English Bay turned into what we usually think of in summer…light and fluky. Capriccio and Saga both went down the south shore and found even less wind while Frenzy with her huge .5 ounce runner, went to the middle of the Bay with Ca Va and Hanko splitting the difference. By the QC mark Frenzy was again in her favored position just ahead of Capriccio and Ca Va didn't quite catch Saga and this was to be the order in which they finished.

It was indeed a fabulous weekend and a good re-launching point for the class here. Vancouver is slated to host the 6mR Nations Cup in 2006. This regatta will see Great Britain, Germany, Sweden, Finland, Switzerland and the USA compete for the Queen Christina Trophy.

Special mention must be made for the crew of Johan of Rhu who were still finishing a bit of a re-fit the morning of the race but made it out to play. Also to her new skipper, Craig Murray, who had only ever sailed a Six once before. The boat did show some moments of competitive speed.

Moderns	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Final
Frenzy	1	1	1	2	1	1	7
Capriccio	2	2	4	1	3	2	14

Classics	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Final
Saga	5	3	2	3	2	3	18
Hanko III	4	4	3	5	4	5	25
Ca Va	3	5	5	4	5	4	26
Starwagon	6	6	6	6	6	6	36
Johan	7	7	7	7	7	7	42

Sir Thomas Lipton Cup held on West Sound,

Orcas Island in early September 2004

Matt Cockburn sendt us some nice photographs for which © is with Jeanne Skott.

6mJI Aktivitäten in Deutschland

Invitation to the Queen Christina Nations Cup 2005 Überlingen / Lake Constance / Germany

Invited Countries USA; Canada; Great Britain; Sweden; Finland; Switzerland

Logistics
Yacht Club Seglergemeinschaft Überlingen e.V.www.sgue.org

Travel: Arrival at 25.08.2005 during the day

Races from 26.08. to 28.08.2005

Departure at 28.08.2005 afternoon or 29.08.2005

Airport: Best airport is Zurich, Switzerland

For groups please check with us for shuttle service.

Accomodation: All participants will be hosted in small groups by members of the Yacht Club.

Boats
The QCNC 2005 will be sailed on modern 6 metres.

Program
Thursday, 25.08.2005
- arrival
- visiting the boats
- welcome party at night

Friday, 26.08.2005
- skippers briefing
- 3 races for QCNC

Saturday, 27.08.2005

- skippers briefing
- 3 races for QCNC
- 3 races for the Überlinger Yacht-Cup (local sailors with classic 6 metres)
- 6 metre party at night including QCNC price giving ceremony (if finished)

Sunday, 28.08.2005
- skippers briefing
- reserve day for QCNC for missing races or long distance race for QCNC to explore the area
- 3 races for the Überlinger Yacht-Cup (local sailors with classic 6 metres)
- price giving ceremony for QCNC (if not on Saturday) and Überlinger Yacht-Cup

Contact

Niklaus Waser nwaser@fintra.de

Robbe & Berking Classics in Flensburg

Oliver Berking, seine Familie und seine Freunde hatten vom 11. bis 13.06.2004 wieder zu den weithin bekannten und beliebten Classics eingeladen. Die Klassiker der norddeutschen Nord- und vor allem Ostseeseglerszene waren zahlreichst erschienen. Neben den 6mR- Booten Aida, Lillevi, Mena, Steam und Västanflakt kreutzen 12er, 10er, 9er, 8er und sogar ein 4er sowie fast unzählige große und kleine Yachten auf.

Wer von all diesen während der Anreise befürchtet hatte, das Wetter könne der Veranstaltung einen Strich durch die Rechnung machen, wurde – wie sich im Laufe des Freitags abzeichnete - eines besseren belehrt: Bestes Segelwetter mit Sonne, Wind und Wolken lag über der Flensburger Förde und seinen Regattabahnen, bescherte allen Teilnehmern einen gelungenen Segel- und Wettkampftag.- Der feierliche Abschlussabend - unter nordischem Frühsommerhimmel - verbreitete südamerikanisches Flair, dank einer Flensburger Sambaformation, die den ganzen Abend durch den Hafen zog bzw. schipperte.

Aus der Sicht der 6mR-Klasse sind folgende Plazierungen zu melden:

6mR-Sterling Cup

1. Lillevi (Berking)
2. Västanflakt (Paulsen)
3. Aida (Storsberg) - nach Mastbruch im letzten Rennen leider insgesamt nur 3. Platz
4. Steam (Thelen)
5. Mena (Kuhmann)

Robbe & Berking Classics
(Platzierung nach gesegelter Zeit ohnhe Vergütung in Klammern)

1. Mellum (Wolters) - (2.)
2. Steam (Thelen) - (4.)
3. Västanflakt (Paulsen) - (1.)
4. Lillevi (Berking) - (3.)
5. Mena (Kuhmann) - (5.)

Aida konnte leider nicht starten.

6mR Lillevi

Die Berkings haben eines der schönsten Seglerfeste an der Ostsee - wenn nicht das schönste überhaupt - ausgerichtet. Sie vermittelten uns allen das Gefühl bei Ihnen persönlich zu Gast zu sein und wohl alle waren ein bisschen traurig als es am Sonntagvormittag nach dem Frühstück hieß: Leinen los!

Wir bedanken uns bei Esther und Oliver Berking, ihren Kindern, den vielen helfenden Freunden und freuen uns auf das kommende Jahr (wieder am Wochenende vor dem Beginn Kieler Woche). Besonders hoffen wir auf zahlreiche Dänische, Deutsche (Nord- wie Süddeutsche), Finnische, Norwegische und Schwedische 6mR- Meldungen.

(Text : 15.06.2004

– Niklaus Waser; Photos : Katrin Storsberg)

6mR Steam II

6mR Västernfläkt

6mJI Aktivitäten im Norden

Schweden

The Swedish 6mJI association is the 2005 World Cup organiser. Thank you for the effort !

Finland

Queen Christina Nations Cup

The Queen Christina Nations Cup 2004 was a great succes

PROGRAM

QUEEN CHRISTINA NATIONS CUP; HELSINKI JUNE 18.- 20. 2004

This is the Program of the Nations Cup in Helsinki

The event will take place at ESF Yacht Club (Esbo Segelförening) outside Helsinki. Your hosts will be local six meter sailors and yachtsmen and their families. Your team of four will be sailing local classic 6-meter yachts in a friendly competition with one local sailor on board each yacht.

Programme:

Thursday the 17th lodging at host families at their summer houses in the Suvisaaristo archipelago.

Friday the 18th We will board three motor yachts and see Helsinki by the sea as well as the yacht-clubs surrounding he town. The Suomenlinna (Sveaborg) sea fortress will be visited. A light lunch at the NJK Yacht Club in the City Center at Blekholmen. We will sail the yachts from Helsinki to the ESF Yacht Club. This is an approximately 2-3h sail tour.

You have a chance to visit all the racing six meter yachts.

Rules and racing will be explained at the party at Peter Dahlberg's summer house in the evening.

Saturday the 19th Skipper's Meeting at the ESF Yacht Club at 10.00 AM.

We plan to have four starts on Saturday. You will change yacht before each start. A local Finnish sailor will be on board each of the racing Yachts as the fifth crew member. A RIB (rigid inflatable boat) will move you and your crew to a new yacht after each race.

We will have a sailor's party at the ESF yacht club and dinner at Henrik Andersin's summer house in the archipelago.

Sunday the 20th two starts and lunch at the ESF Yacht Club followed by the Prize-giving ceremony. Decision on the next Nation's Cup Host Country. Event closes at 3 PM.

HOST FAMILY NAMES AND CONTACT INFORMATION

CANADA – Host Andersin, lodging at the Lindahls
- Randy Cunningham (rcontrack@telus.net)
- Karl Marits
- Aart van der Star
- Rob Burton

GERMANY – Host Tapio Lehtinen
- Niklaus Waser (nwaser@fintra.de)
- Knut Beeskow
- Andreas Flick
- Joerg Kadgiehn

GREAT BRITAIN – Host Johan Linder
- Charles Street (rees.martin@btopenworld.com)
- Robin Richardson
- Matthew Kinkead
- William Jones

SWEDEN – Host Peter Dahlberg
- Fredrich Dahlman (fredrich.dahlman@ean.se)
- Kai Siik (Kaj.Siik@ab.lst.se)
- Thomas Lundqvist (tlab.lundqvist@telia.com)
- Martin Larsson
- Claes Ahlin

SWITZERLAND – Host Lauri Tukiainen
- Reinhard Suhner (reinhard.suhner@bluewin.ch)
- Hans Suhner
- Christian Jarisch
- Michael Stübi

USA – Host Henrik Andersin
- Kimo and Sheri Mackay(office@subseapropeller.com)
- Joth and Karen Davis
- Matt Cockburn
- Mike Jackson

Yachts

FIN 24	Antinea	Peter Dahlberg
FIN 63	Boree	Leo Reenpää
FIN 35	Elinore	Antti Kaarto
FIN 40	Fandango	Esko Kilpi/Veli-Matti Iivonen
FIN 38	Mariana	Antero Kairamo
FIN 53	May Be IV	Tapio Lehtinen
	May Be VI	Henrik Andersin

FIN38/L35

FIN40/FIN53

Nice sailing II

Nice sailing

Further on was to organise RIB's, Transport for Friday, Food, Event Secretary, Event photography,

Flags, Sailing Event : Head International Judge Gustav Dahlberg, Antero Kairamo, Leif Böckelman

and the Organizing team.

RULES OF THE RACE

Presented by the Finnish Six Metre Association

1. **Rules**

   This regatta will be governed by the The Racing Rules of Sailing (RRS) 2001-2004, the prescriptions of the Finnish Sailing Association and the rating rules of the International Six Metre Class.

2. **Schedule of Races**

   The Skippers Meeting will be held at 10.00 AM at ESF Yacht Club clubhouse.

   The first race will be started after 11.00 AM.

   The number of races sailed will be announced at the Skipper's Meeting. The number of races sailed will be at the discretion of the Race Committee.

3. **The Start**

   Races will be started in accordance with Rule 26 (5,4,1,Start).

4. **Recalls**

   Individual recalls will be signalled using flag "X" followed by a series of blast on the horn. The name of the yacht and the nationality will be hailed by the Race Committee.

   General recalls will be signalled using "First Substitute" Flag followed by a series of long blasts on the horn. A new starting sequence will begin immediately after the yachts have returned to the starting area.

5. **Protests**

   Written protests shall be delivered to a representative of the Protest Committee on board the Committee Boat within 60 minutes of the Committee Boat's docking. Docking time of the race committee boat will be posted on the ESB Yacht Club Notice Board. Protest Notices will be posted on Notice Board within 30 minutes of the protest time limit to inform competitors where and when there is a hearing in which they are parties to a hearing or named as witnesses. The posting shall be considered notice as required by rule 63.2.

6. Scoring

   The Low Point scoring system, Appendix A, shall apply. Only those yachts which are being sailed by the Visiting Country Sailors (Canada, Germany, Great Britain, Sweden, Switzerland and USA) will be recorded. The lowest series score wins. All races shall count (no throwouts).

7. **Prizes**

   The Queen Christina Nations Cup will be awarded to the winning Visiting Country.

Finnish Six Meter Association

Peter Dahlberg	Henrik Andersin
FINSMA Chairman	Chairman of QCNC Organizing Committee 2004

Queen Christina Nations Cup 2005 will be held at Lake of Constance, Ueberlingen, Germany. See invitation 2005 -> Activities in Germany

An excellent report is on the QCNC is on www.6mr.fi. We print what we got by the Swiss skipper, Hans Suhner, and a report which we found in Classic Boat, Aug 04.

Queen Christina Nations Cup 2004 in Finland

zu allererst ..... Helsinki ist eine Reise wert!

Herzlichen Dank den Organisatoren, unseren finnischen Freunden für die Ausleihung ihrer Boote und den liebenswürdigen Gastfamilien, die uns jeden Wunsch von den Lippen abgelesen haben.

Spät haben wir von diesem Anlass erfahren; für einen Ersatzheld nur Teilnahme blieb wenig Zeit.

Ein herrlicher Flug nordwärts, nur dieallernotwendigsten Klamotten und Oelzeug und Schwimmwesste im Gepäck. Happy Landing, perfekter Abholdienst am Flughafen. Eine Stunde später nehmen wir von unserer Unterkunft auf einer der tausend Inseln rund um Helsinki Besitz. Dann begann das grosse Staunen über diese fantastische Inselwelt. Oder waren es vielmehr Seen, kleine und grössere Wasserflächen, die das Land knapp unter der Wasseroberfläche zum Verschwinden brachten ?

Freitags: Fahrt auf dem Wasserweg nach Helsinki; Stadtbesichtigung ebenfalls auf dem Wasserweg. Kleine Zwischenverpflegung im Club und anschliessend "Boote fassen". Sechs wunderschön restaurierte 6 m JI "Classic" suchten sich unter Führung des Eigners oder seines Stellvertreters den Weg durch die Inselwelt ins Regattagebiet des ausrichtenden Clubs. Orientierungsein im Nebel bei um 10 Gelingt ist sehr gefragt. Aber wie Skipper hier mit Karte und Seezeichen umgehen, versetzte uns Binnensee-Segler in Staunen. Nach einem herrlichen 3-stündigen Törn haben wir unseren Liegeplatz erreicht. Der Abstand zwischen erstem und letztem Boot betrug nur rund 200 m, eine gute Ausgangslage für die 6 Crews aus USA, Canada, England, Schweden, Deutschland und der Schweiz, sollten doch die Boote nach jeder Wettfahrt gewechselt werden.

Samstags: Gestern wollte es nicht Nacht werden, tagheil ist es schon lange bevor der Hahn kräht. Lauri bringt uns mit seinen 150 PS-starkem Schnellboot zum Club. Gut halten oder auf den Boden sitzen war ebenso wichtig wie das Tragen der Schwimmweste!

Die Wettfahrtleitung hat nie gezögert. Bei leichten Winden verlassen wir unsere Liegeplätze Richtung offenes Meer; oder was immer man darunter auch versteht. Kürzere oder längere Anmarschkurse, ein oder mehrere Umläufe, je nach Windverhältnissen. Bei einer Wettfahrt passierten wir eher zufällig (Deckung der Verfolger) das Startschiff auf der richtigen Seite! und prompt wurde geschossen.

Recht fröhlich - aber immerhin mit 4 gültigen Läufen - wurde die Wettkampftätigkeit heute abgebrochen, da auch den gesellschaftlichen Events grosse Bedeutung zugemessen wird. Die schweizerische Bodensee-Crew durfte mit den Resultaten des ersten Tages zufrieden sein. Auf vier verschiedenen Booten drei Läufe gewonnen.

Sonntags: Gute Windverhältnisse, später Regen; beim Verlassen der Liegeplätze Sonnenschein. Auffrischender Wind, weisse Schwanenpoon. Die Wettfahrtleitung hat hie Berührung von Genua 1 und Spi verboten! Die Boote können bei starkem Seegang während den Regatten nicht gewechselt werden. Ein kleines Handicap für uns, da wir ausgerechnet bei Starkwind eine Leichtwetteryacht zugeteilt erhielten. Aber nichts desto trotz - zwei herrliche Wettfahrten - wasserbord an der Kreuz, platt vor mit Schmetterlingsgenua. Und für uns eine disqualifizierte Wettfahrt. Hatten wir uns gestern nicht etwas ähnliches gewünscht ? Wir machten uns nämlich Gedanken, wie wir den Wanderpreis in seiner Verpackung so gross wie die früheren Offizierskisten an den Bodensee bringen könnten.

Informationen von allgemeinem Interesse

6mJI trailor / truck

Hallo 6er-Segler,

seit Oktober 2004 steht am Bodensee privat ein Sattelzug (Mercedes Benz) zum Transport von 6mR-Yachten zur Verfügung. Der Sattelzug ist 13m lang (mit max. Auszug des Aufliegers 14,5m) und hat

eine Zuladung von 5,2 Tonnen. Die Sattelzugmaschine hat ein Langstrecken-Führerhaus mit Schlafkabine.

Aufgrund einer Sonderzulassung kann der Sattelzug mit der alten deutschenFührerscheinklasse 3 gefahren werden und ist in Deutschland von der Mautpflicht befreit. Führerscheinklasse 3 ist in Deutschland der PKW-Führerschein. Ein aktuelles Foto muß ich nachreichen, da der Sattelzug gerade für 6mR-Yachten umgebaut wird. Ein altes Foto aber vorab anbei. Wesentliche Umbauten sind die Verlängerung des Aufliegers am Heck um 3,2m, neue vollverstellbare Stützen und ein zusätzliches Kielbett für Langkieler. Eine umfangreiche Revision des Motorwagens inkl. Motor ist bereits abgeschlossen. Der Umbau des Sattelaufliegers ist in ca. 2 Wochen abgeschlossen.

Der Sattelzug wird gerne auch anderen 6er-Serglern für Transporte zur Verfügung gestellt.

Für Fragen könnt Ihr Euch gerne an mich wenden.

Schöne Grüße

Niklaus <nwaser@fintra.de>

Niklaus Waser nous offre son camion pour les transports des 6mJI. Ne vous génez pas de prendre contact avec lui.

Boat thiefs

From Alain Lebeau, owner of 6 metre „MANUAE“ ex „May Be XI“

Dear Mr Furrer,

I would like you to know that I have received an offer for my boat coming from a group of people

which uses false cheques to try to „buy“ boats. The cheque is in the name of a reputable or well known

company, but is a false document. Between the time one receives the cheque and the time the bank advises that the cheque is false, (if it has been deposited in the bank) , they try to get the boat and disappear !

Until now , this kind of thief was aiming at cars owners, but with what has just happened to me, it appears that they now try to make this same kind of business with boats. The cheque are bad copies, but could make illusion to a careless person !

Perhaps, some of the owners of the boats advertised on the 6m site have received the same proposals ?

Kind regards, Alain Lebeau <alain.lebeau@ifremer.fr><

Brian Byrnes – the 6mJI– yacht painter communicates

I have a new website address.....www.yacht-art.com <http://www.yacht-art.com>

I will be happy to meet you there, regards Brian

Archives of Ian Howlett

Ian brought a lot of reports about 6mJI to the editors office. Unfortunately we did not have the time to work the package. We hope very much, to present you some interesting facts in the coming ISMA news in spring 2005.

Reports in International Boat Magazines

We found reports about

- The British 6mJI scene in Classic Boat, August 2004

- Refitting Nancy US 60 in Classic Boat, November 2004

- Presenting Mandragore, 6mJI plan Camatte in Yachting Classique, mai-juin 2004

Unfortunately we do not have the space to reprint. Furthermore we think that most of our readers do read this attractive magazines.

GENÈVE

Championnat du monde des 8 M JI

© C. Varenne

D'un bout à l'autre de la ligne de départ, près d'un siècle de construction navale nous contemple... Sur une seule série ! Le Championnat du monde de 8M JI, qui s'est déroulé à Genève du 3 au 10 juillet dernier, permettait cet incroyable rassemblement. Construit en 2002, *Fleur de Lys* voulait décrocher un troisième titre consécutif, sous le regard de *Folly*, le doyen qui fêtait ses 95 ans. Ce dernier, appartenant au célèbre architecte German Frers, était venu d'Argentine se joindre aux quatre autres gréements auriques descendus du lac de Constance. Au final, les unités « modernes » se sont bien sûr imposées, mais toutes les régates furent disputées et, l'avant-dernier jour, trois bateaux se tenaient en un point. Éole, qui pendant la semaine avait soufflé le chaud et le froid - averses de grêle en juillet ! - partit alors en vacances et les ultimes manches furent annulées. Accumulant les places de second et troisième, Philip Crebbin et son équipage sur *Lafayette* ont donc su composer avec des conditions météo très variées pour décrocher le titre 2004. S'il n'a pu conserver son trophée avec *Fleur de Lys*, Jacques Fauvout aura tout de même la satisfaction de voir trois de ses plans monter sur un podium, complété par *Alsette*. Pour la première fois, l'Asie était présente dans cette compétition, le Japonais Yataka Kobayashi ayant décidé, pendant la restauration de son propre 8 M JI, d'aguerrir son équipage sur *Dora II*. Dans la très attendue Coupe Cartier, réservée aux 8 M JI construits entre 1920 et 1940, et conservés au plus près de leur conception d'origine, le suspens fut de plus courte durée. Giovanni Mogna a, pour la quatrième fois, mené Bona à la victoire. *Catina VI* et *Carron II*, portant les couleurs suisses, ont tout tenté pour menacer l'Italien sur leurs eaux du Leman, mais rien n'y fit. L'année prochaine, les prétendants au titre de champion du monde devront traverser l'Atlantique pour s'affronter au Canada. C.V.

© G. Pauvres

Classement général
1er *Lafayette* (NED) J. Freytag - 2e *Fleur de Lys* (FRA) G. Schmalz - 3e *Alsette* (SUI) P. Groh
Coupe Cartier (Vintage)
1er *Bona* (ITA) G. Mogna - 2e *Catina VI* (SUI) F. Meyer - 3e *Carron II* (SUI) Fond. Bellerive
Coupe Sira
1er *Cuty Tou* (FRA) A. & G. Mason - 2e *Fraya* (SUI) P. Groh - 3e *Sphinx* (FIN) A. Teukelsche
Classe Antique
1er *Edit* (GER) W. Wagner - 2e *Silhouette* (GER) C.-H. Ott

CLASSE MÉTRIQUE

Les cent ans de la jauge internationale

L'International Yacht Meter Association (IMETA) a été créé dans le but de réunir tous les voiliers de classe métrique. Présidée par Rees Martin, l'actuel président de la British Six-Meter Association, cette organisation vise à coordonner toutes les activités des associations de métriques. Son premier objectif : célébrer le centenaire de la jauge internationale. Dans cette optique, le président de l'IMETA souhaite rassembler tous les 6 M JI, 8 M JI, 12 M JI et Classe J du monde entier afin de régater à Cowes, en juillet 2007. Affaire à suivre... P. M.

Market Place

GER 104 Courage VII for sale

This Pelle Petterson Design was buildt in 1982 and won the World Championship 1983 in USA with Pelle at the helm. Courage VII has a wing-keel and a spade rudder. It has been completely refitted in 1996/1997 by the actual owner. 2 spinnaker, 5 light, medium and heavy genoas from Hyde, 3 Cuben fibre genoa from Europ'Sails, 2 mains from Hyde (2003), 1 main Europ'Sails, 2 genoa from Sobstad, all in good condition. There is a removable out-board device for the yacht. The asked price is EURO 55'000.- without craddle/ trailer.

Contact the owner:

Dieter Gruenau at'gruenau@esem.com

FIN-44 TOY and FIN-50 Alibaba II for sale

An unique opportunity to purchase two of the most succesful classic beauties.

Both yachts have been professionally maintained and are in immaculate condition.

They have as well an extensive sail wardrobe. Yachts are located in Hanko, Finland.

TOY and Alibaba II will be available for new owners immediately after 2005 Worlds at Sandhamn.

Please visit the yacht websites
http://www.6mr.fi/DAS/yachts/

Contact

Mr Kenneth Peränen

tel: +358 40 5000 555

e-mail: timo.laurila@dlc.fi

SUI 59

1980 Gary Mull design, cold molded by Biatel Boatyard, brand new deck, fresh paint (white and grey), mint condition. Harkken rigging, appropriate racing hardware, aluminum mast, inside warnish wood, one set 3DL sails (barely used), numerous sails, spinakers, + inventory belonging to the boat. Price to be discussed.

After renovation 2.jpg

After renovation 3.jpg

Olivier TEMPIA-CALIERA

e-mail : otempia@freesurf.ch
<BLOCKED::mailto:otempia@freesurf.ch>

Mobile : +41 79 613 83 83

SWE 37 Räven,

A classic yacht by designer Gustaf Estlander from 1926. Built by Abrahamsson and Son in Gothenburg. Brand new Oregon Pine deck (2003-2004). New deck hardware. Loa: 11.25m : Lwl: 7.30m : Width: 1.93m: Weight: 4000kg. Excellent condition.

The boat can be inspected in Nyköping Sweden (1 hour south of Stockholm). More pictures at www.6mr.se <http://www.6mr.se/>

Price: 32500 Euro

Seller: Fredrik Lindqvist .

popil@telia.com

+46-(0) 706-427797

Hello! I am unfortunately selling our beloved six Totem, US 51. She has been racing classic events in New England and been quite successful, but my wife and I are starting a family and have just bought a larger wooden

cruising boat.

She is a Bill Luders design/build and raced by himself, winning the 1931 US Nationals and dominating her class during its peak on Long Island Sound. She is a well documented race winner with historical records from the New York Times and Lloyds. She has new rigging and sails, a beefy aluminum mast, all original timbers, she is stiff and free of rot. Can be sailed as is or striped and restored to her original racing setup. She has proven to be the fastest classic in the area, defeating classic eight metres, NYYC 30s, Newport 29s and even a victory over Tichonderoga, Nirvana and the heralded Bolero.

I have attached photo from one of our events this summer at New York Yacht Club. One photo shows Totem with Tichonderoga on her hip and the eight metre Angelita on the lee bow after three miles of beating and starting at the same time. Please let me know if you can post this and spread the word. She is easily shipped from Boston overseas.

Cheers!

Christopher J. Museler

cell 401.835.5406

Swedish modern 6mR yacht SWE 134 Evelina for sale

One of the latest designs by Peter Norlin, built 1995 in Dalarö, Stockholm Sweden by Roland Palm. Mahogany on oak frames (traditionally built), teak deck, proctor rigging.

Main, 4 genuas, 2 spinnackers -95, medium genua -98, main -2002 (hardly used).The boat is situated in Stockholm and she is in excellent condition.

Price 45 000 ¤

Contact Roland Palm for details

roland.palm@mbox301.swipnet.se

http://home.swipnet.se/sjosnickerier

A vendre 6 m JI „Manuae“ ex May Be XI (FRA 118)
Architecte Peter Norlin
Chantier Sailing Progress (Suède)
En excellent condition, nombresuses voiles, Visible à Brest (France)
Prix 25 000 Euros
Contact e-mail :
alain.lebeau@ifremer.fr <mailto:alain.lebeau@ifremer.fr>
tél. domicile (33) 02 98 43 43 17

The 6mJI VEGA is for sale. Designed by Camatte, she was built in 1930 at the

Chiesa yard in Cannes. Launched under the name of Titéa, she sailed as Illiam for two seasons. Her record is remarkable! Twice winner and eight times second in the Lake of Geneva's Bol d'Or, she was the last 6-metre boat to win the event in 1967. I have owned her since 1979. The boat is in good state of repair and still sails regularly on the Lake of Geneva. She can be viewed in Lausanne. The Amiguet yard in Le Bouveret has maintained her for many years and can supply any information required. A valuation/survey report is also available. The boat complies completely with her class specification. All spars are made of aluminium, superstructure fittings are functional and the sails are suitable for cruising.

I am selling VEGA to purchase a yacht easier to handle solo in all weathers.

Selling price: Euros 30,000.

Contact the owner on e-mail: Pierre.Frey@epfl.ch or call 00 41 79 418 68 81

2005 Régates Internationales; régates clefs pour 6mJI
2005 International regattas; key regattas for 6mJI's
2005 Internatinale Regatten; Schwerpunktregatten für 6mJI

Race Calendar

2005	Name	Region	Place	Notes
21.-22.05.	Training	Switzerland	YC Romanshorn	Program forthcoming
28.-29.05.	Siver Cup	Switzerland	YC Romanshorn	SUI-73@bluewin.ch
02.-03.05.	Pfahlbauregatta	Germany	SV Unteruhldingen	nwaser@fintra.de
10.-12.06.	Robbe&Berking Classics	Germany	Flensburg	www.robbeberking.de
22.-23.06.	Coupe d'entente cordiale	France	Bénodet	soreilly@athem.fr
24.-26.06.	ChampionnatOpen de France et de Grande Bretagne	France	Bénodet	soreilly@athem.fr
22.-23.07.	International Swedish Championship	Sweden	Sandhamn KSSS	
24.-25.07.	Measurement-Tune Up	Sweden	Sandhamn KSSS	www.6mr.se
26.-30.07.	6mJI World Cup 2005	Sweden	Sandhamn KSSS	
18.-21.08.	Klassenmeisterschaft	Switzerland	SV Bottighofen	rsgroup@bluewin.ch
26.-28.08.	Queen Christina Nations Cup	Germany	Ueberlingen (moderns)	nwaser@fintra.de
27.-28.08	Üeberlinger Yacht Pokal	Germany	for classics	nwaser@fintra.de

Status: November 8, 2004

73 podiums

1900 - Paris
1/2 tonneau : J. Texier, France
1/2 à 1 tonneau : L. Currie, Angleterre
1 à 2 tonneaux : M. Wiesner, Allemagne
2 à 3 tonneaux : E. Shaw, Angleterre
3 à 10 tonneaux : H. Taylor, États-Unis
10 à 20 tonneaux : E. Billard, France
Open : L. Currie, Angleterre

1908 - Londres
6 m : G. Laws, Angleterre
7 m : C. Rivett-Carnac, Angleterre
8 m : B. Cochrane, Angleterre
12 m : T. Glen-Coats, Angleterre

1912 - Stockholm
6 m : A. Thubé, France
8 m : T. Glad, Norvège
10 m : C. Hellstrom, Suède
12 m : J. Anker, Norvège

1920 - Anvers
12 pieds : J. Joseph, Hollande
18 pieds : F. Richards, Angleterre
6 m (ancienne jauge) : E. Cornelie, Belgique
6 m (nouvelle jauge) : A. Brecke, Norvège
6.5 m : J. Carp, Hollande
7 m : C. Macey, Angleterre
8 m (ancienne jauge) : A. Ringvold, Norvège
8 m (nouvelle jauge) : M. Konow, Norvège
10 m (ancienne jauge) : E. Herseth, Norvège
10 m (nouvelle jauge) : A. Arentz, Norvège
12 m (ancienne jauge) : H. Ostervold, Norvège
12 m (nouvelle jauge) : J. Friele, Norvège
30 m² : G. Lundquist, Suède
40 m² : T. Holm, Suède

1924 - Paris
Dériveur en solitaire : L. Huybrecht, Belgique
6 m : E. Lunde, Norvège
8 m : A. Peingvold, Norvège

1928 - Paris
Dériveur en solitaire : S. Thorell, Suède
6 m : Prince Olav, Norvège
8 m : D. Bouche (Virginie Hériot), France

1932 - Los Angeles
Dériveur en solitaire : J. Lebrun, France
Star : G. Gray, États-Unis
6 m : T. Holm, Suède
8 m : O. Churchill, États-Unis

1936 - Berlin
Dériveur en solitaire : D. Kagchelland, Hollande
Star : P. Bischoff, Allemagne
6 m : M. Konow, Norvège
8 m : G. Reggio, Italie

1948 - Londres
Firefly, dériveur en solitaire : P. Elvström, Danemark
Hirondelle (Swallow) : S. Morris, Angleterre
Star : H. Smart, États-Unis
Dragon : T. Thorvaldsen, Norvège
6 m : H. Whiton, États-Unis

1952 - Helsinki
Finn : P. Elvström, Danemark
Star : A. Straulino, Italie
Dragon : T. Thorvaldsen, Norvège
5.5 m : B. Chance, États-Unis
6 m : H. Whiton, États-Unis

Les 6 M JI naviguent aux Jeux d'Helsinki, en 1952, pour la dernière fois.

Olympic 6mJI results

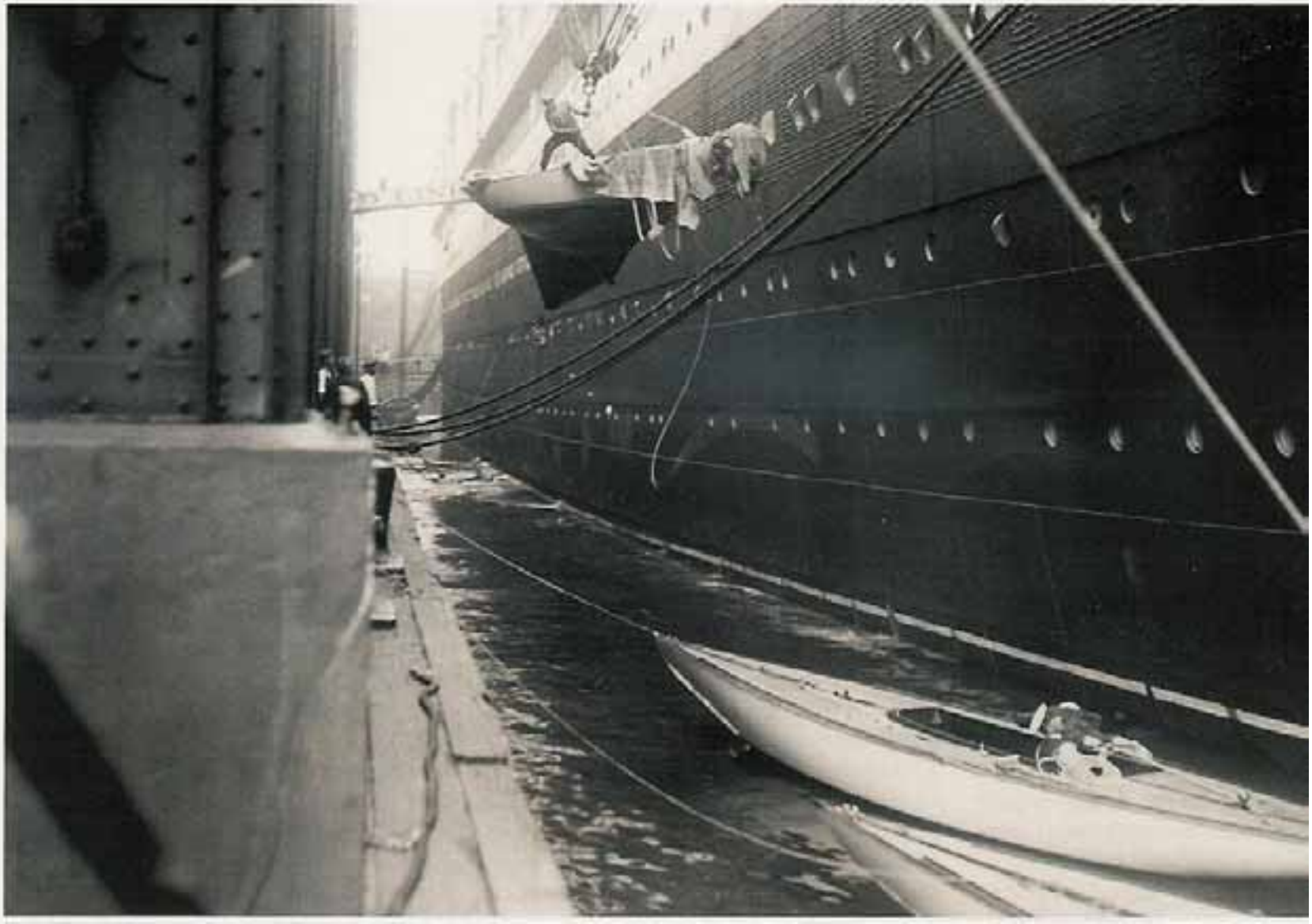
(©Classic Yacht)

We found some nice photos in one of the latest issues of Classic Yacht which we will present you. Please have a look at the 6mJI which is lift down from the ocean liner ! The transport of 6mJI is a real adventure since 1952 !

6mJI Olympic winners ©Yachting Classic

Last time that 6mJI were Olymic class ©Yachting Classic

Ablad 6mJI in Los Angeles ©Yachting Classic



Peu avant les Jeux de Los Angeles, le débarquement des 6 M JI anglais du paquebot *Aquitania* fut ocrobatique.

Closing Comments

What's involved in drafting an ISMA Bulletin? First of all, a lot of work combined with the expectation that despite other commitments the representatives of the national 6mJI associations will provide some information from their own regions, then there's the translation of some of the texts, selecting the right photos to provide a balance between classics and moderns ....., waiting for the President's Message, the layout, selecting the prominent front page photo, proof reading, receiving data on forthcoming regattas at the last moment, ensuring that copies taken from professional magazines also contain the approriate references printing and despatch …. and then …. the joy of knowing that once again we have succeeded in making the Winter season shorter for the friends of the 6mJI Class and the exciting anticipation of what the next season will bring us.

We would like to wish our readers a short Winter and a good start into 2005 !

Schlusswort

Was heisst es, ein ISMA Bulletin zu verfassen? Zuerst mal viel Arbeit, verbunden mit der Erwartung, dass trotz anderweitigen Beschäftigungen, die Vertreter der nationalen 6mJI Vereinigungen doch einige Informationen aus ihrer Region bringen, dann die teilweise Übersetzung der Texte, die Auswahl der richtigen Photos in einem ausgewogenen Verhältnis zwischen Classics und Moderns....., das Warten auf die President's Message, das Layout, die Auswahl des herausragenden Titelbildes, die Fehlersuche, der Eintrag der kommenden Regattadaten im letzen Moment, die Sicherstellung, dass Kopien aus professionellen Magazinen auch als solche gekennzeichnet sind (Fehler mögen uns bitte vergeben werden), der Druck und der Versand..... und dann..... die Freude, dass wir es ein weiteres Mal geschafft haben, den Freunden der 6mJI Klasse den Winter zu verkürzen. Was bleibt ist die spannende Erwartung dessen, was uns die kommende Saison bringen wird.

Wir wünschen unseren Lesern einen einen kurzen Winter und einen guten Start ins 2005 !

Conclusion

Que signifie l'édition d'un ISMA Bulletin ? Tout d'abord beaucoup de travail, en espérant que les représentants des associations 6mJl nationales apportent encore quelques informations de leurs régions respectives, et ceci malgré leurs autres activités, ensuite la traduction partielle des textes, le choix des photos adéquates dans un équilibre sain entre Classics et Moderns....., l'attente du President's Message, le layout, la sélection du frontispice dominant, la recherche d'erreurs, au dernier moment l'inscription des dates des futures régates, la garantie que les extraits de magazines professionnels soient marqués comme tels, l'impression et l'expédition..... et finalement..... la satisfaction d'avoir réussi une nouvelle fois à raccourcir la saison froide à nos amis de la classe 6mJl et le suspens de ce que la prochaine saison nous apportera.

Nous souhaitons à nos lecteurs un hiver court ainsi qu'un bon départ dans l'année 2005 !

Beat Furrer
ISMA news/site editor
President of Swiss 6mJI Association

Mitwirkung: Collaboration: Participation: **Thanks a lot to all of you !**

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6mR World Cup Sandhamn 2005

a historic event