

The Baum + König Vintage Trophy Deed of Gift 5/10/2008

The Baum & König Vintage Trophy was introduced and first offered for competition at the International Six Metre European Championships in Flensburg, Germany in June 2006. The Trophy is given to enhance the aesthetic spectacle of the Class and to motivate owners to compete in international competitions of the Class with yachts restored and kept to their original configurations. With the use of original materials in construction of the hull, deck and rigging as well as with classic sails and period hardware we hope to fill the fleets with fast and beautiful 6 Metre yachts that are as pleasing to the eye as they are faithful to the style and grace of earlier times.

With the idea that this perpetual Trophy shall be a competition within a competition and awarded to the highest placing qualified yacht at each International 6 Metre World Cup and European Championship, the Vintage 6 Metres shall start all races with the Classic 6 Metres.

To qualify for the Baum & König Vintage Trophy for the European Championships 2008 onwards, an International 6-Metre yacht shall comply with the Rules for the Classic Six Metres, use white/cream sails and have wooden mast, boom and poles and fly a racing flag.

This Deed of Gift exists in addition to the International 6 Metre Rule and Measurement Instructions and does not exempt any yacht from other rating and measurement regulations.

1.0 Design and construction

The designs shall originate prior to 31st December 1965-Yachts may be built new to such existing designs, subject to construction being traditional carvel in wood, or other method demonstrably available in-period, conforming to the Lloyd's "Rules and Regulations for the construction and classification of yachts of the International Rating Classes - 1921 to 1949."

2.0 Sails

2.1 Material use

The yacht shall have white/cream woven polyester (brand name: Dacron) or cotton working sails. For the spinnaker all common woven fabrics are permitted.

2.2 Panel orientation

The mainsail, genoas and jibs shall have cross cut ("horizontal") panels. **Mainsails and jibs should preferably not have "camber stripes"**. The spinnaker may be of any design preferably in one colour, preferably all white.

3.0 Deck fittings

Above deck, the yacht shall have wood, aluminium, bronze, brass or steel (not stainless) fittings, which may be plated or galvanised as appropriate, of traditional design. If aluminium is used the fittings shall be of traditional/original design, and if they are anodised then a natural finish is to be retained – coloured anodising (such as gold or black) is not acceptable.

3.1 The winches shall be in aluminium, steel (not stainless) bronze or brass, which may be chromed or galvanised as appropriate, or Tufnol, and of traditional design and, if aluminium to be of traditional/original design. Coloured anodising is not acceptable. Captive wire winches in authentic style and constructions are permitted for the runners and halyards. For halyards, self tailing winches and modern rope clutches or cam cleats may be used, subject to these being positioned under deck level/out of view. Self-tailing winches and modern "cam" or "clam" style cleats are not permitted for sail handling sheets and runners (however, jammers may be used for sail handling/trimming lines if installed below deck level/out of view). On and above deck as well as on the cockpit coamings the yacht shall have traditional cleats – "cam" or "clam" - style cleats, rope clutches, or other mechanised line securing methods are not permitted.

3.2 Bronze, chromed, aluminium or stainless-steel genoa tracks and cars of traditional design are permitted. Adjustable mainsheet traveller tracks are not permitted.

3.3 Blocks of composite construction shall have wooden, Tufnol or bronze cheeks and shall be of traditional design. Galvanised steel blocks are acceptable, but not stainless steel or aluminium.

4.0 Rigging and spars

4.1 The yacht shall have wooden spars (mast, boom and poles) answering to the class rules in force at the time of the event. Dispensation may be requested for the use of spars that conform to the class rules in force at the time of the original design. Those yachts that were equipped with aluminium spars as new can not compete for this trophy, because this is essentially a wooden mast and spars trophy.

4.2 Alterations to the rig shall not affect the authenticity and design or appearance of the deck lay-out.

4.3 The standing rigging shall be in steel wire or rod. Runners and halyards may be in spectra or other polyethylene derivative. All running rigging and control lines may be of any commercially available material. Wire may be in stainless and/or galvanised steel.

4.4 Mast fittings may have a chromed or galvanised finish or be fabricated in stainless steel.

5.0 Advertising – to class and event rules

6.0 Flag etiquette

The yachts shall fly at her masthead a racing flag. The flag shall be flown clear of the masthead and mounted so that it is free to fly in any direction and act as a wind indicator. It shall be square or rectangular in shape with the longer dimension horizontal, and the hoist (vertical dimension) shall be no less than 150 mm. Owners are encouraged to adopt and use their own unique distinguishing flag. ISMA historians will gladly assist any owner in search of the yacht's original racing flag.

7.0 Instruments

The use of electronic instruments such as GPS, sail computers and wind instruments indicating true and apparent wind angle and/or speed are prohibited. The use of a compass, log and depth sounder is accepted. Displays, if any, are to be mounted in the cockpit area/out of view. Repeaters and displays mounted in any other position outside the cockpit are prohibited.

8.0 Inspection

The ISMA Vintage Inspection Committee (ISMA VIC) is to include two or more members of the ISMA Technical Committee (ISMA TC). At least 1 day prior to the opening ceremony of the event, owners shall make their yachts available for inspection.

The ISMA VIC Committee is to establish and announce the eligibility for each individual yacht shortly prior to the opening of the event.

9.0 Government of Rules

The ISMA Classic Committee with the help of the ISMA Technical Committee governs the 6- Metre Vintage Rules.

10.0 Technical guidance

Owners of yachts embarking on a restoration, refit or new construction of an 6-Metre aiming to race for the B&K Vintage Trophy are invited to submit their plans to the ISMA TC. The TC will review such plans and assist owners and yards guiding them through the implementation of the 6-Metre Vintage Rules, Lloyd's scantlings as well as the Class Rules of the Int. 6-Metre Class.

22 March 2006; Peter Koenig

Revised 13 February, 2008; Peter Koenig

Proposed revisions 6 March 2008; Tim Russell

Final draft 24 March 2008; Tim Street, President.