

July 1973

NEWSLETTER

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Volume 1, No. 1

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Reports from our Fleets

SWITZERLAND

The Swiss Championship will be conducted this year by the Société Nautique Rolloise (Rolle Yacht Club), on Lake Geneva, July 28th to August 1st. To provide participating crews a practice opportunity, the Société will conduct a warm-up race, "Coupe des Deux Lacs", at Rolle on two days, July 26th and 27th, prior to the Championship. All European ISMA fleets have been invited to attend ... from Gilbert Martinet, President, Sté Nautique Rolloise.

H. MAURER, President of the Association Suisse des 6 M I.C., gives the following history of Swiss 6M racing:

Switzerland is the only inland country where, since the Thirties, active 6 M events and races have taken place at a consistently high level. Class racing was born with the formation of the Société Nautique de Genève (SNG), and continued until the formation of the Union of Swiss Yacht Clubs (USY) in 1939, which is the official body representing Swiss yachts in international and Olympic events. Through the years, no other class was better represented than 6 Ms in these events, some of the best Swiss sailors raced 6 Ms, new boats were built and the 6 M was ideally suited both for lake racing and for racing in coastal waters. In the Fifties, 6 M racing became popular on a second great lake, Lake Constance, bordering Germany, and sponsored by German sailors. Racing on both lakes is still active, the last new 6 M built on Lake Geneva was in 1966, and on the Swiss shore of Lake Constance in 1971.

The USY is the official Swiss Yachting organization and the Swiss Association of the 6 M I.C. Class, with its two fleets, on Lakes Geneva and Constance, is under it. A list of all Swiss 6 Ms is as follows:

Z	2	VEGA	Walter Wirth, 1007 Lausanne
Z	8	CIRCE IV	François Chappot, 1200 Genève Claude Chauvet, 1224 Chêne-Bourg
Z	9	MILOU IV	Michel Baumann, 1095 LUTRY
Z	11	FREYA	B. & M. Luchetta, 9000 St. Gallen
Z	22	FAVORITE	Jean Manigley, 1180 Rolle André Chevalier, 1166 Perroy
Z	26	GERPIS	J. Nabulon 9000 St. Gallen
Z	28	LA RIVALE	Emile Pictet, 1204 Genève

Z 30	ST. YVES II	René Gillon, 1000 Lausanne
Z 31	RAINBOW III	Dr. H. Maurer, 8903 Birmensdorf/ZH
Z 33	NISIDA	H. Müller, 8400 Winterthur
Z 34	BAMBI	Gérald Béchard, 1200 Genève
Z 36	BORA	Pierre Arthaud, 1200 Genève Pierre Dunand, 1200 Genève
Z 38	TAIAUT	Max Wettstein, 8400 Winterthur
Z 40	KORRIGAN	Maurice Gouy, 1200 Genève
Z 41	BOSCO	Michel Mora, 1204 Genève
Z 42	MARIANNE	Hedy Loser, 9000 St. Gallen
Z 43	LA MOLLAINE	Fernand Jaccard, 1260 Nyon
Z 44	MECARA	Hans Suhner, 8580 Hatswil
Z 48	BOREE V	Dr. Ernst Rohner, 9052 Niederteufen/AR
Z 67	FARFADET VII	Me. Charles-Edouard Muller, 1200 Genève
Z 70	CLAPORIS VII	Max Ratton, 1290 Versoix
Z 105	KIM VIII	Georges Durr, 1290 Versoix

In addition, there are some 10 other 6 Ms in Switzerland, but they are often left on shore, unused or fail to participate in racing.

In 1972, there were 4 races on Lake Geneva and 7 on Lake Constance. These are open races and include 100 miles overnight races where sixes compete with other boats. The two most important races are the "Silver Cup" and the "Cup of the Two Lake", both sailed on Lake Geneva last year. 15 sixes participated.

#### FINLAND

LEO MURTO, President, 6 M Society of Finland reports:

On 22 August 1969 Finland's 6 M sailors met for the first time to plan activities and races. We had seven boats at that time, and twenty members. By 1970 we had 12 boats and 35 members, and in that year we had seven races. It was the first year Swedish 6 Ms joined us in racing. In 1971 we had 14 races and the Swedish Fleet came for a week of racing, cruising and good times. In 1972 the Swedish boats joined us for our Hanko Regatta (3 days). From there both fleets sailed to Sweden, first to Stockholm and then on to lake Mälaren for a delightful week of sailing through and around the islands.

In 1973 we have members and at our annual meeting decided to officially register Finland's 6 Ms and join Finland's Sailing Association as a class organization.

Each year over the past four years we had 10 meetings and parties and some training courses for crews and new members. We also try to inform the sailing world of our 6 M activities.

Here is a list of our boats, and a record of our races:

L 1	AGLAJA	1926	Rabbe Kihlman	Gäddvik
L 3	IRMA	1943	Carl Ljungqvist	Helsinki
L 6	RENATA	1927	Hannu Sokura	Helsinki
L 7	MONYA	1924	Asser Hiltunen	Helsinki
L 12	FRIDOLIN	1930	Esko Tamela	Helsinki
L 18	NIXFLU	1923	Juha Joukokari	Helsinki
L 21	KLARA STJÄRNA			
		1938	Kalle Rantanen	Upinniemi
L 25	ANITRA	1928	Leo Murto	Haukilahti

L 28	GUNDA MARINA	1929	Peter Ulfstedt	Hanko
L 36	ALOHA	1936	Raimo Vihersaari	Rauma
L 40	FANDANGO	1937	Johan Avelán	Helsinki

President of the 6 M Fleet of Finland: Leo Murto  
 As.O/Y kokkovuori e H  
02170 HAUKILAHTI/Finland

Secretary: Henrik Sundström  
 Jääkärinkatu 13  
00150 HELSINKI/Finland

RACES in 1972

Finland

Date	Place	Course		Number of boats
2.7.72	Helsinki	Olympic 12 miles	1 Anitra 2 Arneta 3 Renata	3
14.7.72	Hanko	Olympic 15 miles	1 Silvervinge (S) 2 Jan (S) 3 Marianne (S)	6 from Finland 7 from Sweden
15.7.72	Hanko	"	1 Silvervinge (S) 2 Jan (S) 3 Marianne (S)	"
16.7.72	Hanko	"	1 L'escargot (S) 2 Arneta (L) 3 Jan (S)	"

Sweden

10.8.72	Helsinki- Hamina	87 miles	1 Klara Stjärna 2 Anitra 3 Arneta	4 from Finland 1 from Sweden
12.8.72	Hamina	Olympic 12 miles	1 Klara Stjärna 2 DNF 3 DNF	"
12.8.72	Hamina	"	1 Anitra 2 Klara Stjärna 3 DNF	"
13.8.72	Hamina	"	1 Flush (S) 2 Klara Stjärna 3 Renata	"
26.8.72	Helsinki- Upinniemi		1 Anitra 2 Aglaja 3 Irma	8

ANITRA won the championship of the Finnish 6 M Fleet in 1972.

SWEDEN

Ken Hartmann, President, 6 M Association of Sweden, reports:

In the Olympic games of 1912 we had 2 or 3 sixes in the race which were held just outside Stockholm. At least one of these old sixes is still sailing. The big year for the sixes was 1924 with races in Finland, Denmark and Sweden, and since that time we have always had some Finnish boats with us. After World War II, interest in sixes dropped and most yachts were converted for family cruising. In 1965 younger sailors started buying and racing sixes and by doing so they opened the eyes of other sailors who bought these boats and converted them back to racing boats. We have installed many new decks, not quite to Lloyd's specifications, as it is hard to find deck planking long and good enough. If anyone would like to know how we do it (we lay teak on plywood with a sealing compound between) have them write me ( K.H., Bjurholmsplan 22, 11663 Stockholm). We have also been experimenting with new rudder shapes we hope are O.K. and wish it were possible to make sixes out of fiberglass.

We have 51 sixes in our register built between 1920-1929, 38 boats between 1930-1939 and only 11 boats between 1940-1949. Many came from other countries. In recent years we have bought boats from Finland. In the Stockholm area we have about 20 sixes, but only 14 race, if we are lucky. Normally, we have 5 or 6 boats that follow us to Finland each year for races there. Racing sixes here has changed a lot from the great days of the past. We young couples and families live on the boats almost all summer, cleaning the boats up for races, leaving all the useless gear on shore. We get the boat in the water toward the end of April each year and a week later we have our first race, around Lidingö Island (12 miles). This is quite a race for we often have 300 boats entered. We are happy for we start after the cats. Some weeks later we race in the open ocean off the famous racing centre of Sanhamn.

Next week following, we move out into the wonders of all the thousands of islands off Stockholm, an area 130 km long and 80 km wide. We spend a weekend on one of these islands owned by a sailing club. The first race is 40 NM around the islands, the second is over an Olympic course. These races ended the spring racing.

On July 8, the Swedish sixes sailed to Hangö in Finland, 8 Swedish and 5 Finnish sixes were at the starting line on July 14. After races around the islands the 5 sixes from Finland came back to Sweden with us. We took them everywhere, even to lake Mälaren (as reported by L.Murto - Ed.). We had lots of races and lots of fun, playing football and minigolf, had sauna and enjoyed life.

In early September we race in Stockholm, off Gaff Yacht Society, in a series of three races, then race at Mälaren with Olympic courses and 200-300 yachts. We end the season with a race for sixes followed by a party, and the very last race is just off our yard, the WHISKEY RACE, the winner getting a bottle of whiskey. As soon as that last race is over our boats go under the crane and the season is over. A list of our race winners follows:

Winner of various 1972 races

Lidingö Runt	S 6 Fagel Bla
Vikingerregattan	S 31 Silvervingen
KSSS 6 M race	S 31 Silvervingen
Hangö regattan	S 37 Råven

Swedish-Finnish sailing

Distansrace Furusund-Ekholmen	S 31	Silvervingen
" Appelviken-Rasta	S 71	Raili
Olympic Rasta	S 31	Silvervingen
Best yacht in all 6 M Swedish-Finnish races:	S 71	Raili

The Scandal Beauty Trophy Race S 31 Silvervingen

SSS Mälar race

first day	S 31	Silvervingen
sec. nd day	S 6	Fagel Bla
SSS autumn race	S 31	Silvervingen
R-race	S 13	Marianne

USA - EAST

Bill Pain, VP-ISMA, member Long Island Sound Six Meter Ass., reports:

Six Meter racing was very active on Long Island Sound during the Twenties and Thirties, and to some extent following World War II, but as elsewhere, the high cost of construction and upkeep just about killed six meter racing here and the fine sixes, some of which had won Gold Medals, either lay idle in yards or were converted for cruising or were bought by the Seattle Fleet. In the late Fifties and early Sixties some of us, a small handful, were inspired to read of the rebirth of six meter racing in Seattle, and set out to find six meters. In a few years, our fleet was formed consisting of two original sixes, and some 10 or so converted sixes. Thanks to Lou Kershaw, our fleet captain, who has been sailing and racing his six for many years, the Stadel family of naval architects, and the Barret and Moore families, six meter racing got a new life on the Sound, our association was formed and along with the other six meter fleets in the world, ISMA was formed as well.

Each year we have four regattas spanning the summer, and while the racing is intense, and the competition unforgiving, each of these regattas provides a good time for all. As our boats are scattered over a large area, from City Island on the Western end of the Sound to Northport to the East, our regattas, held on week-ends and three day holidays, rotate around the sound, New Rochelle, Greenwich, Northport, etc. We usually meet at the host club on the Friday night prior to the regattas, the sixes "rafting up", that is, secured bow to stern, four to six boats per mooring. These rafts of sixes make bases for great parties. We try to get off two races around buoys on Saturday, and one on Sunday. If it is a three-day week-end holiday, we try for four races. In most races we have 6 to 10 boats. On the Saturday night following the races, our host club puts on a fine outdoor dinner and party on a nearby island or beach. Points are totaled up at the end of the racing season and the boat with the highest score (one point for winning, one point for each boat beaten), wins the "Cup", a large, brass spittoon from old Metropolitan Opera House, the winner having to "fill the cup with a drink of his choice". The drink is always champagne.

Over the past few years the competition settled down between the two unconverted sixes, Ondine, U.S. 94, and Reprieve, U.S. 93, Reprieve usually chasing Ondine, with Madcap close behind. Consequently, a handicap system was tried last year and Percy Murane in his old but moving Clytie, U.S. 33, won the Cup and filled it to the brim. Most feel that the handicap system should be revived (some wag said that if you lose enough races you have a good chance winning the Cup!), but for those fleets such as ours, with a number of converted sixes, a handicap system might be considered.

Boats in the Long Island Sound Six Meter Association:

US 5	TIEN HOA	E.Cassin Barrett, Jr.	New Rochelle,N.Y.
US 21	MADCAP	W.Lou Kershaw,	Greenwich Cove, N.Y.
US 33	CLYPIE	Percy Murane,	Huntington, N.Y.
US 93	REPRIEVE-damaged	Bill Pain,	Northport, N.Y.
US 94	ONDINE	George Stadel,	Stamford, Conn.
US 63	SEA LARK-for sale	Morris Wade,	New Rochelle, N.Y.
?	JILL	Peter Ahrens	
US 1	GULL-for sale	Ed. Steadman,	Port Washington, N.Y.
US 12	LEA	Lance K.Drews,	City Island, N.Y.
US 29	ROMANY	George Stadel, Sr.,	Stamford, Conn.

USA-WEST

The great, active Seattle Fleet has but one thing on its mind, as you all know, THE WORLD CUP, in September. Entrants to date:

<u>Australia</u>	1.PACEMAKER 2.TOOGOOLOOWOO V 3.Yacht to be selected	<u>England</u>	1. GOSLING
<u>Sweden</u>	1.Yacht to be selected	<u>Canada</u> (British Columbia)	1. CA VA 2. LANORIA 3. MIST
<u>Switzerland</u>	1.Yacht to be selected	<u>Canada</u> (Toronto)	1. Yacht to be selected
<u>United States</u> (Long Island)	1.Yacht to be selected	<u>United States</u> (Port Huron)	1. Yacht to be selected
<u>United States</u> (San Francisco)	1.SAINT FRANCIS IV	<u>United States</u> (Tacoma,Puget Sd.)	1. ECLIPSE 2. ATROCIA
<u>United States</u> (Seattle,Puget Sd.)	5 Yachts to be selected		

Closing Date for Registration: July 31st, 1973

For information write Puget Sound Six Meter Association  
122 Lakeside Avenue  
SEATTLE, Wash. 98 122, USA

TECHNICAL NOTES

Based on wind-tunnel tests and research by the noted American Naval Architect, Britten CHANCE Jr, of America Cup fame, Bill Pain, our Vice-President, has developed, tested, and is about to manufacture a new, aluminium mast for all boats with non-rotating masts that is lighter (right on class weight minimums), stronger, probably cheaper and, most important, far more efficient (less drag) than streamline, teardrop, extruded masts currently used. The efficiency comes from a new cross-section with boundary-layer strips that break laminar flow decreasing drag. Mast drag alone contributes 12% of total drag for keel boats,

and up to 20% of total drag for planing boats, Pain's new mast reduces mast drag by 50 % (with internal halyards), which means a total reduction in drag for keel boats (six meters) of 6%, and for planing boats 10 %. Almost all sailboats with fixed masts, other than 12 Meters, operate in sub-critical Reynold's Numbers conditions and reduction in drag can be realized by artificially changing the flow from laminar to turbulent flow. For more information and prices, write Bill Pain, Editor.

If you have a heavy, solid, non-bendy boom, or you don't use a traveller, or don't have a powerful vang (a mechanism to hold your boom down from close reaching in light air to reaching and running in all winds), or you don't have a Cuñingham Ring rather than a down-haul, YOU ARE NOT GETTING MAXIMUM EFFICIENCE from your mainsail. For information on bendy booms, vangs, travellers and Cuñingham Rings, write Bill Pain.

While Ken Hartmann would like to make sixes out of fiberglass, and some have asked about aluminum, as of this date the IYRU prohibits both fiberglass and aluminum for six meters. The 12s can now be made of aluminum, but Lloyds has yet to develop scantlings for aluminum sixes. As for fiberglass, the meter classes are development classes, not one-design classes, and to make a one-off of fiberglass would not warrent the effort and would be against the Rule. Sorry Ken.

Bill Pain, Vice-President ISMA

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The present NEWSLETTER has been created on suggestion of Bill Pain, our Vice-President, who wanted to strengthen the contacts between Sixes in the world. The NEWSLETTER will be sent to 120 sixes in 9 countries.

Unfortunately, there are Fleets who neglected to respond to our request for information and we urge them (USA-Midwest, Canada East and West, Australia, Germany) to send their articles for the next issue of ISMA NEWSLETTER to the Editor. We hope that all Fleets will support our publication by forwarding regularly technical and racing information.

It would not be fair to send out our NEWSLETTER without thanking the PUGET SOUND 6 METRE ASSOCIATION for the marvellous effort they are undertaking in organizing the WORLD CUP 1973.

Walter G. Wirth, President ISMA

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