

THE CLASSIC SIX METRE NEWSLETTER

1907 - 2014

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www.classicsixmetrenews.org	Editors: Thilo Durach & others	info@classicsixmetrenews.org

Editorial

Dear Friends

I am happy to present the Classic Six Metre Newsletter No. 16 not as early as planned, but as you probably know yourselves, family, work and (last but not least) wonderful events and sailing with our wonderful 6mR boats took their time.

When you read please keep in mind, the editor is not a native english speaker. Thank you for understanding, in both possible meanings...

Looking back on the last year, we have seen two outstanding regattas. The Worldcup 2013 in Flensburg Germany and this years European Championship at Falmouth in the UK. Both events showed what passion for the 6 Metre Class can build. While the 2013 Worldcup was driven by Oliver Berking and the Flensburg Yacht Club with an incredible passion, we enjoyed a number of outstanding side events, as well as challenging regattas with perfect racing conditions. Thank you Oliver and your team for this event, we wish you the best for all of your projects!

Falmouth 2014, from our standpoint with the early second rule boat Carmela, better in light wind conditions, we expected a couple of challenges. A long drive with the truck and heavy wind conditions. In the end, the drive wasn't that hard and the wind was not too heavy. The Royal Cornwall Yacht Club organized a nearly perfect event, again with an incredible amount of passion. Just the missing wind, made it impossible for the race committee to get the five races in, that are necessary for the Championship. Thank you for wonderful days with very unique experiences.

During the AGM Board meeting in Falmouth Matt Brooks, owner of US 55 Lucie followed Beat Furrer as President of ISMA. Thank you Beat for all your work, and we wish Matt a lucky hand in the next years.

There have been some decisions made, to distribute the work on more shoulders, and ISMA will have a new homepage hopefully starting this fall.

The discussion about race formats will hopefully offer more flexibility to the race committee in the future, in order to get more regattas realized in difficult conditions.

To help organizers of future events, the class must do some homework. If you visit the homepage of the EC in Falmouth <http://6meuropeans14.com/entries/> you can see a wonderful example.

Tim Street gathered some informations about each boat and its history. This is exactly the story we have to tell. For this reason and with a perspective for the new ISMA-homepage I want to build up profiles of existing boats and crews. You will find an example for these profiles on Page 8-9.

The 6 Metre Class is complex and difficult to understand, but if we deliver lively information about the different design ideas behind the boats, the potential of the boat in different conditions, the époque when it was built and the performance and background of the crew, we may rise interest in our events, and may motivate more sponsoring to make it easier to organize outstanding events. I can not do this work all by myself. I need helping hands in all the national fleets to get this work done. Please get in contact with me if you want to support me in realizing the Six Metre Classic Newsletter as well as the ISMA Newsletter that I will publish in the future.

Yours Thilo Durach

"Oui Oui" ved Assens Havn, ca 1957

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The European Championships Falmouth 2014 Great Event but no Champion

An event organized with passion and spirit but only three races in the Classic Division were not enough to finish the Championship. It was an outstanding feeling to sail in the waters of Falmouth and the Pre-Event regattas showed, how challenging the venue could normally be. The warm welcome and very well organized side events made it more like a holiday, than regatta sailing. Thank you all at the Royal Cornwall Yacht Club for these wonderful days.

Please have a look at the press releases and the results under <http://6meuropeans14.com/category/uncategorized/pictures>: <http://6meuropeans14.com/photos-2/>



What was interesting in the Classic Fleet?

The biggest news without a doubt: Bob Kat II is back on the starting line. The boat is in great condition, while the crew and helmsman Andrew Webster honestly admit: „We can do better“. Latest rumors, they are looking for a new wooden mast...

One thing remains at each regatta, and you will allow me that, two boats are always in last minute repair mode. While Carmela need minor changes due to a new mast, was Nada bigger problems. After installing anew cage in the hull, something opened up at the mast foot?, Not sure but as usual, everybody got it fixed in time. Lucie proved another time that Dacron-sails are abolutly competitive. The 1938 Camper & Nicholson design Erica with Peter Andreae were able to win Race 3 in the EC. Tom Richardsen with Thistle and a wonderful crew with two very talented ladies on board, proved that sailing has nothing to do with muscles. But in the end the younger boats proved their potential. Flapper, Llanoria, Gallant and Titia showed their performance, although a big number of OCS could end in a surprising Championship.

Something else to recognize was the great spirit of the boats that have a RIB out there, like Lucie, Nada, Flapper, Temptation, Sophie, etc that helped us to come home before the sun went down, thank you all for the support.

The British Open-Victory for US 83 Llanoria

The Pre-event as the real championship

With 5 races in two days, the British Open at Falmouth showed how wonderful the venue could be. While US 83Llanoria with Eric Jespersen was clear in front, only 3 points laid inbetween P2 KC 10 Gallant, P3 N 71 Flapper, P4 US 55 Lucie and P5 GBR 22 Titia.

Classic Division

Sailed: 5, Discards: 1, To count: 4, Entries: 16, Scoring system: Appendix A

Sail No	Boat Name	R ₁	R ₂	R ₃	R ₄	R ₅	Total	Nett
		18 July 14	18 July 14	19 July 14	19 July 14	19 July 14		
US83	Llanoria	1.0	(2.0)	1.0	2.0	1.0	7.0	5.0
KC10	Gallant	2.0	3.0	2.0	(4.0)	4.0	15.0	11.0
N71	Flapper	3.0	4.0	3.0	1.0	(9.0)	22.0	13.0
US55	Lucie	(6.0)	1.0	4.0	3.0	6.0	22.0	14.0
GBR22	Titia	4.0	(5.0)	3.0	5.0	2.0	19.0	14.0
GBR57	Erica	(6.0)	6.0	6.0	6.0	5.0	29.0	23.0
GER30	Mena	7.0	8.0	9.0	7.0	(17.0 OCS)	48.0	31.0
K12	Nada	5.0	(17.0 DNC)	17.0 DNC	8.0	3.0	30.0	33.0
GBR22	Abu	(11.0)	11.0	7.0	9.0	7.0	45.0	34.0
GBR72	Thistle	9.0	7.0	8.0	(12.0)	12.0	48.0	36.0
US54	Bobcat	10.0	9.0	(11.0)	10.0	10.0	50.0	39.0
S15	Carmela	(17.0 DNF)	10.0	17.0 RAF	13.0	11.0	68.0	51.0
GBR40	Valdi	12.0	12.0	10.0	(17.0 DNC)	17.0 DNC	68.0	51.0
FRA111	Dix Aout	(17.0 DNF)	17.0 DNC	17.0 DNC	11.0	8.0	70.0	53.0
SUI24	Midmette	(17.0 DNC)	17.0 DNC	17.0 DNC	17.0 DNC	17.0 DNC	85.0	66.0
FRA6	Vingt Ans Apres	(17.0 DNC)	17.0 DNC	17.0 DNC	17.0 DNC	17.0 DNC	85.0	68.0

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Latest News:

Finnish Nationals 2014 May Be IV wins 23 boats on the line.

Very impressive stories on Facebook in the International 6 Metre Community and a live tracking system, that make it fun to follow the race.

Check out under

<http://raceqs.com/tv/tv.htm#regattaName=6mR%20SM-6mR%20FM&date=2014-08-09&startId=23219&start=2014-08-09%2012%3A47%3A00%2B03%3A00®attaId=2099&timeZone=%2B03%3A00&lat1=60.127726910983945&lon1=25.05165428234267&lat2=60.12002541475134&lon2=25.05822118612283&model=&extradata=1&race=1&time=1407580584823&focus=May%20Be%20IV&rival=Wi re&tab=comments&view=follow&lat=60.118869&lon=25.030857&tilt=45&range=1000&heading=-0&separation=1&trail=10>

Baltic Masters Cup 6mR
6mR SM Results are as of 18:04 on August 10, 2014
Overall

Rank	Boat	Class	Hel	Club	Skipper	Co-Skipper	1st	2nd	3rd	4th	5th	6th	7th	8th	Total	Notes
1st	May Be IV	6mR	FIN	HSS	Tapio Lehtinen	Lehtinen	1.0	1.0	1.0	(3.0)	4.0	4.0	4.0	4.0	17.0	12.0
2nd	Sara af Hangö	6mR	FIN	HSS/NJK	Wen-Åke Persson	Persson	4.0	3.0	3.0	(10.0)	1.0	1.0	1.0	1.0	19.0	18.0
3rd	Lisbeth V	6mR	FIN	BS	Samuel Paavola	Paavola	(6.0)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	10.0	10.0
4th	TOY	6mR	FIN	HSS	Tapio Lehtinen	Lehtinen	2.0	2.0	(13.0)	1.0	1.0	1.0	1.0	1.0	16.0	16.0
5th	Sara II	6mR	FIN	HSS	Tapio Lehtinen	Lehtinen	(11.0)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	16.0	17.0
6th	May Be II	6mR	FIN	BS	Tapio Lehtinen	Lehtinen	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	12.0	11.0
7th	TOY	6mR	FIN	HSS	Tapio Lehtinen	Lehtinen	1.0	1.0	(17.0)	1.0	1.0	1.0	1.0	1.0	16.0	11.0
8th	Arvola	6mR	FIN	BS	Arvola	Arvola	(14.0)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	16.0	16.0
9th	TOY	6mR	FIN	HSS	Tapio Lehtinen	Lehtinen	1.0	1.0	(15.0)	1.0	1.0	1.0	1.0	1.0	11.0	10.0
10th	Arvola	6mR	FIN	BS	Arvola	Arvola	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	(13.0)	16.0
11th	Arvola II	6mR	FIN	BS	Arvola	Arvola	1.0	1.0	1.0	1.0	(18.0)	1.0	1.0	1.0	14.0	14.0
12th	Arvola	6mR	FIN	BS	Arvola	Arvola	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	13.0	13.0
13th	Arvola	6mR	FIN	BS	Arvola	Arvola	(14.0)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	13.0	13.0
14th	Arvola	6mR	FIN	BS	Arvola	Arvola	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	12.0	12.0
15th	Arvola	6mR	FIN	BS	Arvola	Arvola	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	11.0	11.0
16th	Arvola	6mR	FIN	BS	Arvola	Arvola	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	10.0	10.0
17th	Arvola	6mR	FIN	BS	Arvola	Arvola	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	9.0	9.0
18th	Arvola	6mR	FIN	BS	Arvola	Arvola	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	8.0	8.0
19th	Arvola	6mR	FIN	BS	Arvola	Arvola	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	7.0	7.0
20th	Arvola	6mR	FIN	BS	Arvola	Arvola	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	6.0	6.0
21st	Arvola	6mR	FIN	BS	Arvola	Arvola	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	5.0	5.0
22nd	Arvola	6mR	FIN	BS	Arvola	Arvola	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	4.0	4.0
23rd	Arvola	6mR	FIN	BS	Arvola	Arvola	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	3.0	3.0

Compliment to the organizers of the Finnish nationals at HSS



Pictures:
<http://sailpix.fi/6mr-finnish-championship-2014-hss/>

„May Be IV“ from HSS wins the 6mR Finnish National Championship

Sun 10.8.2014 - klo 18:36 -- Berit

The final day at **The Jacquart Baltic Classic Master Cup - the Champagne Regatta** saw yet more drama at seas with few near misses on the course and some unfortunate damages to boats. But overall, all the 85 boats in various classes had an amazing day for sailing with 5-6 m/s of winds and sunshine. What a perfect finish to a perfect regatta! The organising club HSS gained two top winnings from the regatta: in the Classic Yacht 6mR class („May Be IV“) and in the open Jacquart Baltic Master Class („Luna“).

At the Classic Yacht 6mR class **Tapio Lehtinen** skippered his crew in S-2 „May Be IV“ to the top position and to gold! In this historic race there were three Lehtinen clan skippers in the same class, namely Tapio, Eero with „TOY“ (HSF) and Elina with „Jolanda“ (BS). There is no end to sailing accolades accumulating to this family - not to forget the olympic medal by Silja Lehtinen and her team. Congratulations also to FIN-49 «Sara af Hangö» (HSF/NJK) for the second place and FIN-74 „Lisbeth V“ (BS) for the third position.



Getting more 6 Metres on the starting line

by Thilo Durach

Some ideas for a discussion

2012 Nynäshmn, 2013 Flensburg, 2014 Falmouth - Three outstanding events but all of them did not have the number of participants they should deserve. What are the reasons for that? The two major points are clear, costs and time. Two arguees that are hard to change and we will not be able to motivate a fleet of 40 boats to travel thru whole europe each year, but why we are not able to bring the local boats (in the range of 300 km around the venue) to the starting line?

From my standpoint as a rookie in the class, I have been with Carmela to these three events after her refit, I clearly see some aspects that are not recognized by the established boats in the scene. For the very competitive group of crews, with the chance of winning one of the Trophies, 6 Metre sailing is looked at top level sailing, with very well balanced budgets, outstanding boats and top crew members. There is a competitive group of boats, that are fighting to win the Trophies, sailing at top level, with outstanding boats, top crew members and even maybe high investments. I think we are talking about 8 boats in the Classic division looking at the boats that participated in Falmouth. Motivation and chance for success is well balanced in this group. But, as very well formulated by a friend, „You don't have to care about the top five boats, they have fun, you have to take care about the last 10 boats, because they have to fight“ Due to the principles of the class, being a construction class, due to restricted budget, or just missing experience, being new to the class... there is a significant group of competitors, maybe even 2/3 of the fleet, that probably will never have chance to win. Now there is the half of the competitors left with no chance of a victory, if we want to get more boats on the race the question is, how we can motivate them to come to a regatta, where you may not have a chance to win. Our enthusiasm on Carmela is big enough to accept that we have to learn a lot, and that the boat has not the potential of other designs. Like everybody else in the rear of the result list we search and find challenges with other boats, and thats our fun. For example Carmela's (S15) fight with Valdai (GBR40) ends up in our very special „Port Wine Trophy“, with a very special Deed of Gift, to exclude other faster boats. But serious, what should we learn about that.

At the big events should be:

a. **A welcome culture!** Welcome older, „not so competitive“ boats and crews, by showing respect to their efforts, in terms of a very well organized communication to competitors, spectators and media. These informations should explain what the focus of the different campaigns are: Is it a serious favorite for the title or is it a amateur crew with a different perspective. Which boats are comparable, where are the strenght of the different design ideas... Let's explain why there are different speeds. Make the prize giving ceremony more personal. Let's present the crews and ask if their goals have been achieved.

b. **Additional Value!** Offering an additional value to boats and crews coming to the big events! In discussion with other 6 Metre owners which are not racing, the measurement is a big hurdle. In order to reduce hurdles, ISMA should offer a free measurement / remeasurement at the EC /WC events. It is a very good argue to save 1000 Euros when you have your measurer there. The question is, what happens if the boat is not measured valid. Will it be allowed to race, but can not in the ranking? For sure a boat on the line will influence the overall result due to its presence, but I am not talking about a solution forever. The class

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should invest some efforts to rise numbers of boats during the next three or four years, and return then the to their standards.

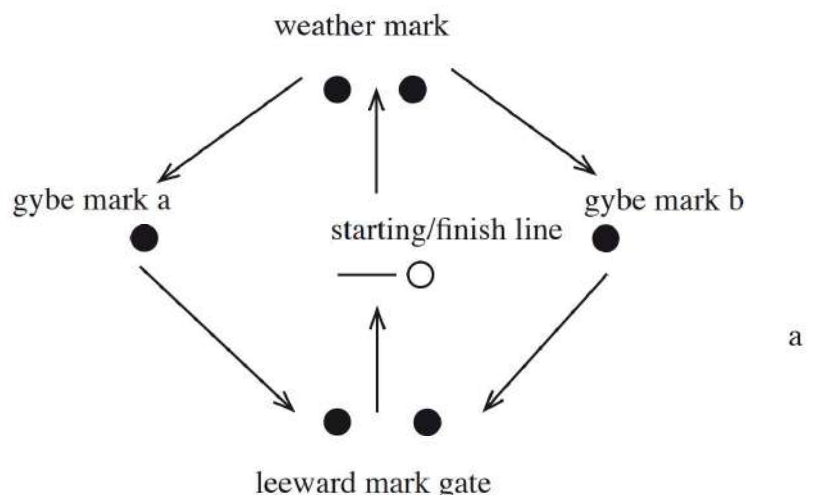
If the class would make this offer by measuring the boats at the big events, we have to support the owners with tools to check if their boat is still floating on the lines before they will come to the regatta. Tim Russell and Dave Chivers came up with the idea to make a little movie and a folder that explains how a boat is measured, or at least checked, if the certificate is still in range. My idea is to add to this CD or package a tool with a smart, easy-to-produce floating device which makes it easy to check the freeboard. If we sent out these little packages to owners that may consider to go to the big events, we may rise interest in their boats again.

c. **Fun/Experience/Training!** When I talked to the owners of the top crews I was surprised how positive the reactions on a real radical suggestions was. The Boat Lottery . The background of the idea: The owner of the slower boats often point out the lack of performance of their material. It is in their heads that the boat is slow. But on a five person boat, the teamwork is probably the same factor for success. Everybody in the rear is curious if boats like Lanoria, Flapper, Titia would be as fast if they handle them. And what would it be like if Eric Jespersen is sailing Carmela in the top three. For me it would say, work on your skills, the boat is fast enough. So the question is would it be possible to organize a day during the pre-event where the fastest and the slowest boats change crews (1 person stays on board from the original crew for safety reasons)

If this is too radical for the owners, the Class should offer trainings with very skilled sailors. Let's ask the big names in 6 Metre sailing of the past and the present to come to the big events and offer a training exclusive for the slower boat/crew combinations, sharing their knowledge with them.

d. **More chances!** Evaluate the race formats. Shorter races with more starts! These long Upwinds limit the race committee and they are just stretching the gap between faster and slower boats. This ends in frustration in the rear and in the front, because the fast boats have to wait till the last boat is in.

Another idea: It is no secret that the younger and shorter boats profit from an Up-and Down more than the older, longer boats. A reach course would give other boats the chance to close the gap after the first upwind. So something new, like a rhomb, where the gybe marks are a kind of a big gate causing a split at the weather mark in right and left fleet.



I already hear all the arguées against it: to much work for race commitee, not equal, casino sailing... I see these problems as well and we are not talking about changing too much, may be one race in the whole series in a different format. It is also thinkable doing a long distance race, where seamanship, navigation and other skills of the crew could end up in a more equal field with happier faces. Maybe we can offer special Trophies to these formats and so on...

Get it right I just want to start a dicussion about it. Please let me know your opinion:

Mail me under: info@classicsixmetrenews.org

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The 6 Metre Measurement - Make it more easy to understand!

Travelling 1600 km with a truck, arriving at the event and then the first information is: "Your Measurement is not valid!" Measurer Dave Chivers made us a little bit insecure about some subjects of our measurement. One point is the nationality of the measurer. Located in the south of Germany, Guy Roland Perrin from Geneva was the closest based measurer, so we asked him to measure Carmela. But following Dave Chivers argues we should have measured with our national measurer or we no have to legalize the measurement by the National Federation. Talking to the DSV the German National Sailing Federation, they never heard about such a situation before. We try to get this right and we totally understand that there are rules, but situations like this, where you have already spend a lot of money, you changed nothing on the boat, you should be save about your documents.

I think the idea of the measurers in this case and also in the discussion about a proper anchor with the proper rope, was to point out, that the Class have to make the measurement and all the paperwork more easy to understand for everybody and rework the rules, to get rid of unnecessary ballast in the rules. We need a reliable situation for owners, that if a measurer, accepted by the class, measures a boat correctly by the rules, the owner holds a valid certificate. There are some discussions about interpretation how a 6 Metre is measured and this discussion is very complex and not for everybody understandable, but the Class should fix these uncertainty factors quickly!

A solution would be, to send in the Certificates before the regatta to the authority there, so that they can be checked, or the subjects that are in focus by the authority, are published clearly and easy to understand in the Notice of Race.

I want to thank Dave Chivers handling the whole measurement very friendly and appreciative, as well as for his idea to produce and publish a video and a booklet, where the measurement is clearly explained, so that we may understand what we are talking about.

One idea to reduce costs Why a Re-Measurement all four years?

The re-measurement has to be done all 4 years. Depending where your home base is, including travel costs for the measurer, this will cost up to 1000 Euros like in our case. We would love to spend this money on traveling to a regatta, but From my standpoint there is the question: Why? We have measurement screws in the hull, we do not change anything, the boat floats on the marks, why should we re-measure? If I travel to a regatta I better make sure that the boat is floating correctly, this is my responsibility as an owner. If I change something that influences the certificate, I have to re-measure. This could be very easy. In order to reduce hurdles and costs in the Class, this issue should be discussed and be looked at from all standpoints.

A pleading for the original sail numbers!

I think it is an old discussion in the 6 Metre Class. Is it allowed to sail with the original sail number or with one of the numbers used during the history of the boat? According to the actual rules no, but in the past the race committees closed both eyes. But what if not? It is frustrating, you restore an old boat may be out of Sweden and if you register the boat in your national fleet you get a sail number, that does not reflect the époque when the boat was built. If we want to tell the unique stories of the different boats and their époque we should officially allow to carry the original sail number. To reflect the true nationality of the boat, we should use a wording that says: "Carmela S15 representing Germany GER 55" In case that an other boat carries the same number and nationality, the boat which actually has its home base shown in the sail number is allowed to carry the number and the boat with a different nationality shown in the sail number, has to change it. What do you think? Please discuss with me under : info@classicsixmetrenews.org

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Tune our archive!

by Thilo Durach

Lets tell the story!

A complex Class like the 6 Metre offers wide perspectives for us who sail the boats. For spectators or readers of public and special interest publications it is hard to understand, how the Class works. By telling our unique story of being one of the most significant class in sailing history, we have to generate excitement. We have to explain what a construction class, with permanent improvements in design over the years mean to the racing on the water. Each boat and crew deserves that their ambitions and potential is dignified. Tim Street wrote some wonderful little notes for every participant in this years EC entry list in Falmouth, where he pointed out the most important and interesting things about the boat and the crew.

Here a screenshot from the 2014 EC-website where Tim featured Bob Kat II which is back on the race course.

Please have a look:<http://6meuropeans14.com/usa-54-bob-kat-ii/>



USA 54 Bob Kat II

Bob Kat was designed by Olin Stephens in 1931, when he was only 23, for Bob Meyer, who was captain of the 1932 US team to Britain for the British-American Trophy, where she was top scorer in the winning US team. She again formed core of the team for 1934, again being top scorer, and defended the Seawanhauk Cup for the US, beating Kyla in three straight races. After 1934 she returned to the US and by 1937 was based at Marblehead, Mass, owned by John S. Lawrence. After the war she gets no mentions but at some stage reached the Mediterranean where Doug Peterson found her and had her restored at the shipyard in Camileri del'Argentario, Tuscany. In Les Voiles de St. Tropez in 2004, they won the Mercury/Tradition Category "U" and was subsequently 2nd to Georgia in the Six-Metre Class there. In 2005 they finished 12th in the Classic Worlds at Sandhamn. She does not appear to have raced in 2006 but in 2007 Doug brought her to the Worlds at Cowes, where she finished 6th with her best place a 2nd. After that Doug laid her up in Lymington for sale. She has now been bought by Andrew Webster, who has had her refitted by The Elephant Boatyard and this will be her first major regatta under his ownership.

I think this is a first step in the right direction. Due to the incredible work of Tim Street and Basil Carmody we do have an archive with the data of more than 435 Six Metre Yachts all over the world. With informations about the year, designer, wharf and origin, as well as the status, and some informations about the owners, which are may be not up to date. These informations are usefull to get in contact with the owners, but they are not exciting enough to enable the media to tell our story, the incredible story of the 6 Metre Class. If you agree I would gather profiles of each existing boat and their crews to add these inforations to the archive. For sure this is not possible without you. I need your help. In each country I would need somebody to be a link to the active and not active boats to gather informations.

Year	Name	Designer	Wharf	Origin	Status	Owners
1931	Bob Kat	Olin Stephens	Marblehead, Mass	USA	Active	Andrew Webster
1932
1933
1934
1935
1936
1937
1938
1939
1940
1941
1942
1943
1944
1945
1946
1947
1948
1949
1950

The inventory at other Metre-Class websites:

The 5.5 Metre inventory is very well done. It offers search functions and the chance to gather informations about boats and crew.

There is the offer to include this Software in the new upcoming ISMA-Website, which will be installed hopefully this fall.

Test it under : <http://5.5inventory.org>



Great archive about 6 Metre History in the US

On the 6mR North America website is a new archive with real treasures about 6 Metre racing.

Either follow the link <http://www.6mrnorthamerica.com> and then go to the „History archive New“ button or go directly to <http://www.baxterandcicero.com/6metre/>



THE CLASSIC SIX METRE NEWSLETTER

1907 - 2014

Boat/Crew Profile: Carmela S15

Boat Name: Carmela

Rating: 5,98

Designer: Gustav Estlander

Year build: 1924

Rule: early second rule

Restoration: 2009-12

Wharf: August Plym

-Length over all: 11,50 m

-Beam: 1,89 m

-Draft: 1,56 m

-Mastheight: 13 m

-Displacement: 3,75 to

-Sailarea: ca 41 qm

Home harbour/ Club:

DTYC Tutzing / Lake Starnberg
Germany



Boat Philosophy:

"Success is not everything. In the End you always find a competitor that you can challenge on the water. A early second rule boat has never the speed potential of younger boats. For that reason the focus was to realize a high authenticity factor of the boat. A wooden mast and Dacron sails are part of the philosophy. The equipment of the boat is close to the standard from 1924. On deck there are only wooden and bronze horn cleats."

Potential: A light wind boat with an high authenticity factor

Due to its relatively small displacement Carmela is a light wind boat, with a high speed potential on downwind courses. The Crew and the boat are sailing together for two years now, with limited time for training, so the potential of the boat and the crew is around 60%. The goal is to find a place close the Top-Ten in the ranking. The boat is in top condition due to a restauration by one of the owners and the wharf of Graba & Radtke in South Germany.

Unique Design Characteristics:

Swedish Designer Gustav Estlander built his second Six Metre design more like a skerrycruiser with a significant S-style in the underwater hull. It is one of the longest boats with a very long rear end. The boat was not very successful when Estlander sailed it in the early years, but Carmela was one first step in a great design career.

Crew:

Helm: Walter Kuhlmann DTYC,	Skills/Record
Main: Thilo Durach DTYC,	10 years on different boats
First Trim: Justus Dehnen MYC,	30 years on different boats
Second Trim: James Nielson ,	Rookie
Bowman: Nicolai Marstrander,	10 years experienced
	10 years on different boats



THE CLASSIC SIX METRE NEWSLETTER

1907 - 2014

6 Metre in the World Wide Web

You don't like Facebook? The Classic Six Metre Newsletter collects the best pictures and informations for you

Facebook


Seen in the „6 Metre International Group“

Douglas Reincke is the host of the 6 Metre International Community

 **Douglas Reincke**
1. Juli um 18:39

Meteor, design S&S, winning the George Cup on Lake Ontario 1935 !!!



 **Douglas Reincke** hat HSS Classic Yacht Committees Foto gefeilt.

28. Juni um 12:15 · Helsinki



HSS Classic Yacht Committee

Astree III FIN-45 one of the latest additions to the Finnish Classic 6 metre fleet, will participate in the Jacquan Baltic Classic Master Cup 2014. With Astree...

Mehr anzeigen

 **Douglas Reincke**
27. Juni um 18:21

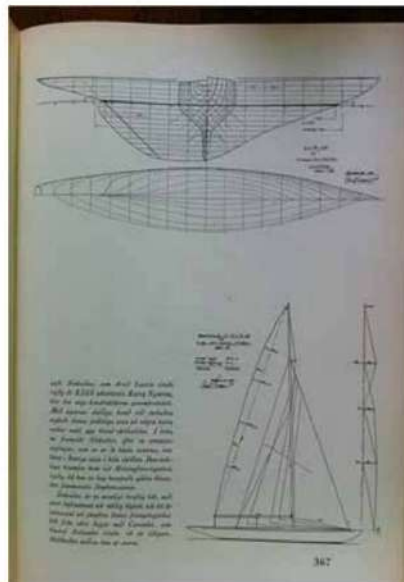
Djinn by Olin S !!!



 **Douglas Reincke**

21. Juni um 12:18 · Bearbeitet

Sinkadus by Arvid Laurin, today existing as a replica first Class Six Metre built by Jørgen Jensen, a member of our group!

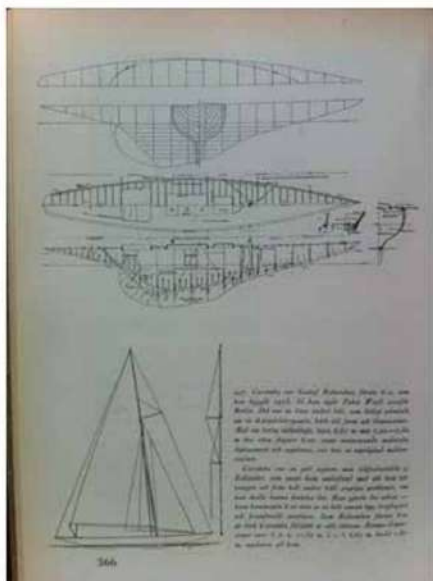


THE CLASSIC SIX METRE NEWSLETTER

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6 Metre News at Facebook

Übersetzung anzeigen



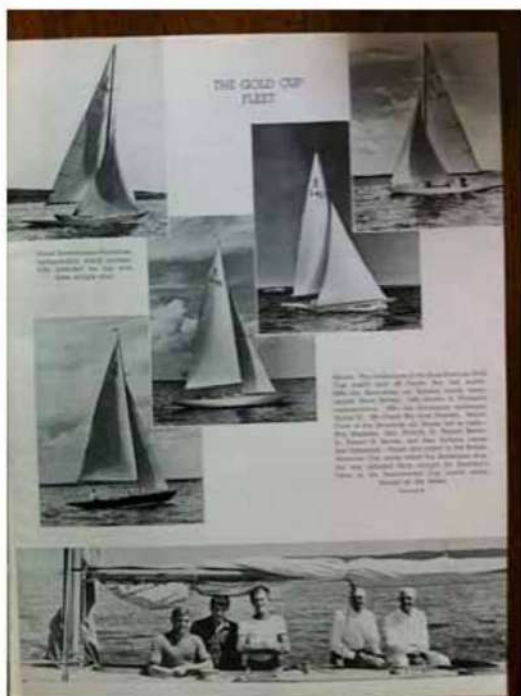
Douglas Reincke
22. Mai

US4 Sheila, could we have some more info about her?



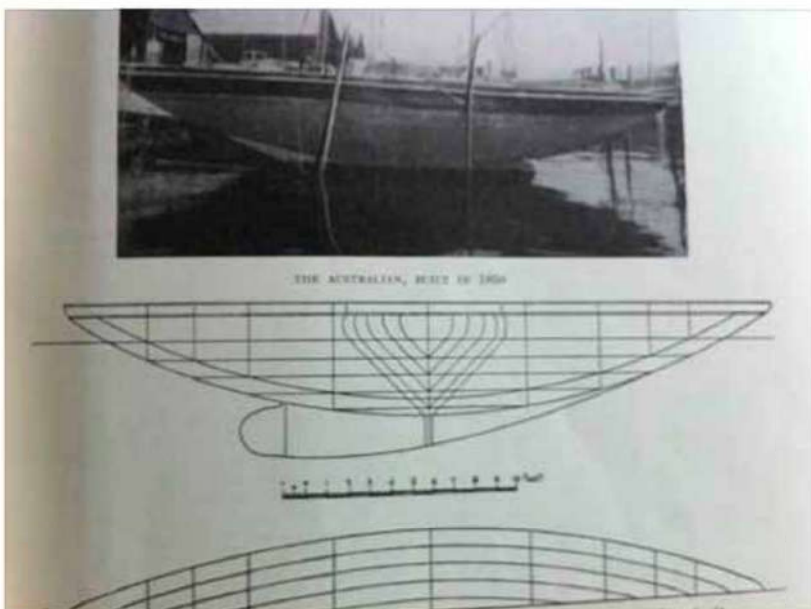
Douglas Reincke
21. Juni um 12:07

The participants in the Scandinavian Gold Cup 1938 !



Douglas Reincke
19. Juni um 15:00 - Bearbeitet

THE EPOC-MAKING YACHT, DESIGN RICHARD H HARNETT, 1858. LOA 36 FT, WL 30 FT BEAM 6, DRAFT 5 FT. BUILT AT WOOLLOOMOOLOO !



Gefällt mir · Kommentieren

4 Personen gefällt das.

Douglas Reincke From Yachting Monthly 1939!
19. Juni um 15:03 · Gefällt mir

Stäni Steinbock Where exactly is Woolloomooloo? NZ?
19. Juni um 16:12 · Gefällt mir

Kristina Reincke Australia!
20. Juni um 11:52 · Gefällt mir

THE CLASSIC SIX METRE NEWSLETTER

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6 Metre International

Facebook Markieren

6 Metre News at Facebook

6mR - Jo - Johan Anker

At the Aldeburgh Boat Yard - Aktualisiert: vor über einem Jahr - Aufgenommen: Aldeburgh



Ole C. Ostlund Is this the "Jo" Johan Anker constructed in 1920 as one of the two first yacht he tailormade to the 2nd international R-rule, quote "Verano II"- "Snarken" website; Johan Anker tailor designs two yachts to the new R-rule which both are constructed in 1920, one Six Metre "Jo" and one Eight Metre to be known as 8N2 "Sildra".
Unquote



Douglas Reincke

Bearbeitungsverlauf anzeigen

19. Juni um 15:49 · Bearbeitet

Ania F54 and Boreé Z22 racing in Menton in 1939, Yachting Monthly the same year!!

Übersetzung anzeigen



The "Sisters"
Racing at Menton. The Finns' boat (F 54) and Boreé (Zweiboth) coming with spinnaker to port.



Douglas Reincke

19. Juni um 17:03

Maj-Lis by Einar Olofsson 1929. In the Finnish arcipelago, now with a cabin since 1935, pic from 1939.



THE CLASSIC SIX METRE NEWSLETTER

1907 - 2014

6 Metre News at Facebook



Ryszard Knipdul Grabowski hat sein Foto geteilt.
22. Juni um 11:32



Ryszard Knipdul Grabowski mit Radek Juchnowicz

Ten młody człowiek za sterem Dany to Radko z którym (jak Bogowie będą taskawi) za dwa tygodnie pożeglujemy do Szwecji na jolu Baroudor .

Übersetzung anzeigen

Gefällt mir · Kommentieren

Douglas Reincke und 7 anderen gefällt das.



Ryszard Knipdul Grabowski This 6mR " Dana " Me and my friend Radek . At 04 of July we sail from Sopot to Sweden on " Baroudor " - classic , svedish , yacht after renovatoin in Poland



Douglas Reincke
31. Mai

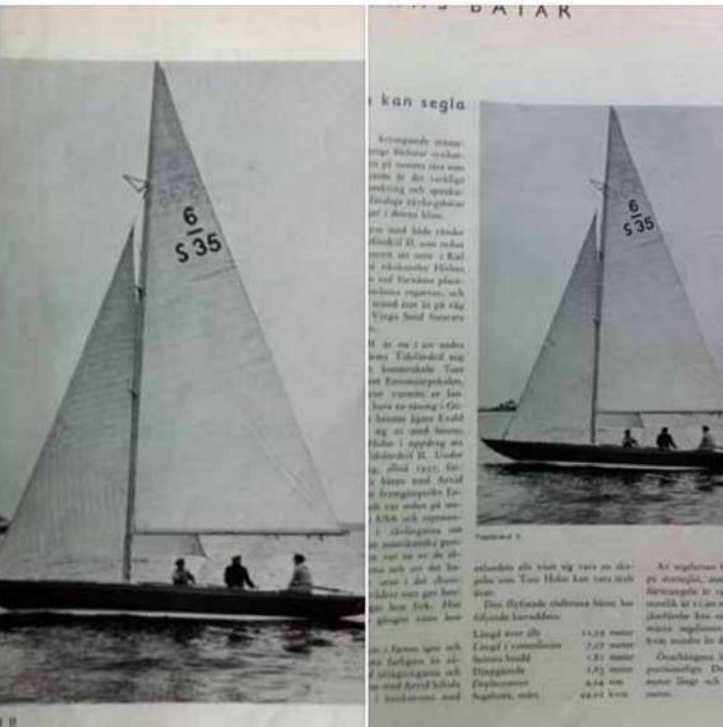
The Great Ian!!!



Douglas Reincke
31. Mai

Tidsfördrif II by Tore Holm 1937 !!!

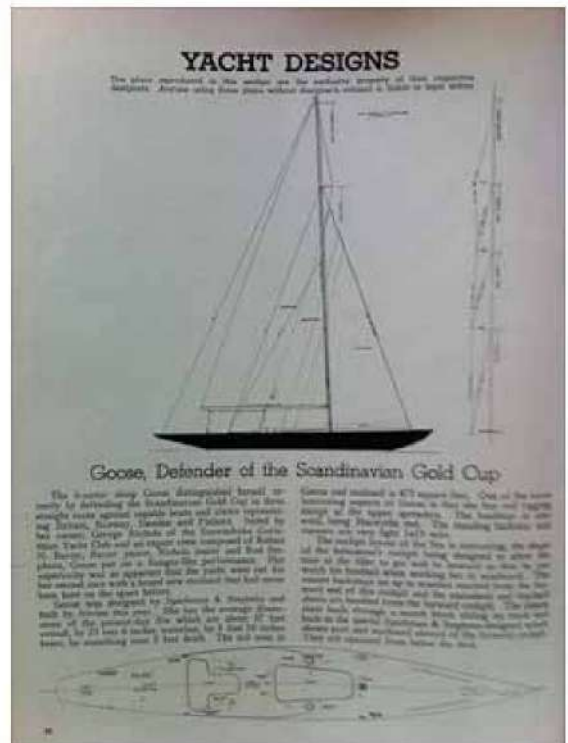
Übersetzung anzeigen



Douglas Reincke

21. Juni um 12:09

GOOSE, the winner of the Gold Cup in 1938 !



THE CLASSIC SIX METRE NEWSLETTER

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6 Metre News at Facebook



Stefan Ottjes hat Centomiglia - Lago di Gardas Foto geteilt.
29. Mai



Centomiglia - Lago di Garda

Ylliam 6m S.I. Skipper Lorenzo Magrograssi



Douglas Reincke
22. Mai

This is Marylette K76, winner of the Marstrand Trophy in 1957. Any more info about her??



Gefällt mir · Kommentieren

9 Personen gefällt das.

1 weiteren Kommentar anzeigen



Douglas Reincke John , any more info about Marylette???

29. Mai um 21:55 · Gefällt mir



John Green In 1956 I was 10 years old! I remember the 6's racing 1956, 57, 58 maybe. The newest boats at the time had sail numbers in 70's. Marletta, Marylette K 76, Clyde K 78, Royal Thames K 77 come to mind. I used to save all the RYS . Cowes Week Programs Not sure if I can find one but will take a look.



Douglas Reincke
22. Mai

KDY 1936 for the Gold Cup, and the One Ton Cup Princesse Ingrid, both are design by E Wedell-Wedellsborg, Denmark.



THE CLASSIC SIX METRE NEWSLETTER

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6 Metre News at Facebook

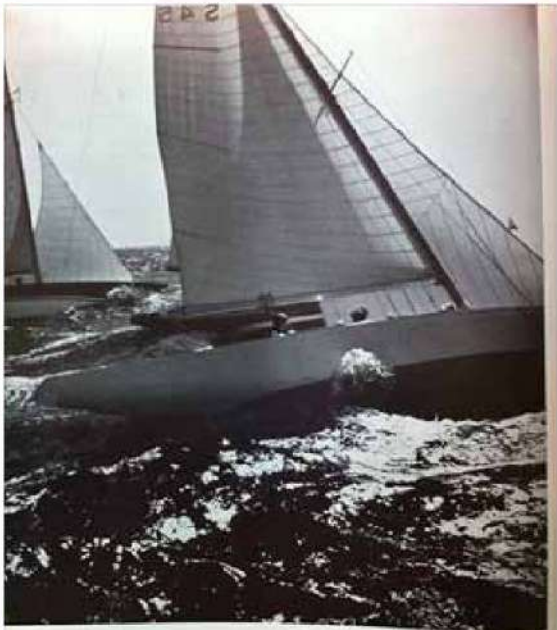


Douglas Reincke

17. Mai

At the front Attack design Harry Becker and behind Tidsfördrif by Tore Holm, both racing of a place in the One Ton Cup 1939.

Übersetzung anzeigen



Bildet av en av de mest kända 6-meters-yachtarna, konstruerad av Harry Becker och byggd av G. K. S. S. i Göteborg 1939. Yachtens namn är Attack. Den är byggd på Arendals båtvarv. Bilden är tagen av Tore Holm 1939 för Svenska Yachtklubben i Göteborg. I bakgrunden syns ett annat 6-meters-yacht.



Douglas Reincke

19. Mai

Sexa-Pil, S44, designed and built in 1939, Tord Sunden. Owner was a consortium at GKSS in Gothenburg.



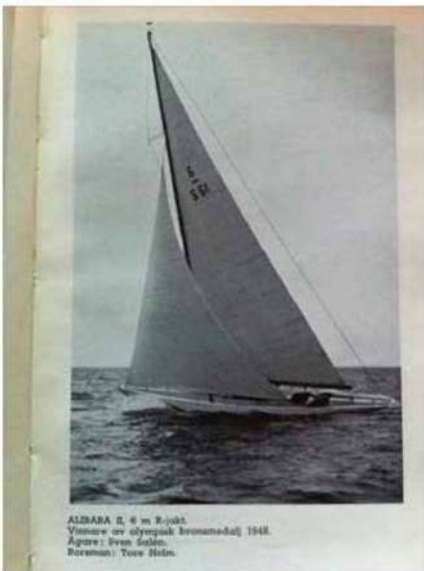
6 m R-YACHT SEXA-PIL
byggd på Arendals båtvarv 1939. Konstruktör: Tord Sunden.
Ägare: Konsortium i G. K. S. S.



Kristina Reincke

15. Mai

@ Nicolas: Alibaba II S-61 by Tore Holm, later Ralia L 50.



ALIBABA II, 6 m R-yacht.
Vinnare av olympiskt bronsmedalj 1948.
Ägare: Tore Holm.
Bygghuset: Tore Holm.

Gefällt mir · Kommentieren

19 Personen gefällt das.

1 weiteren Kommentar anzeigen



Douglas Reincke KSSS 1949 !

15. Mai um 20:15 · Gefällt mir · 2

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6 Metre News at Facebook



Douglas Reincke

10. Maj - Bearbetet

Bad weather at GKSS Långedrag outside Gothenburg!



(Foto: Georg Dehlin)
En bild från den tid då det såg ut så här, när höststormarna härjade ute på Långedrag?



Douglas Reincke

28. Januar 2011

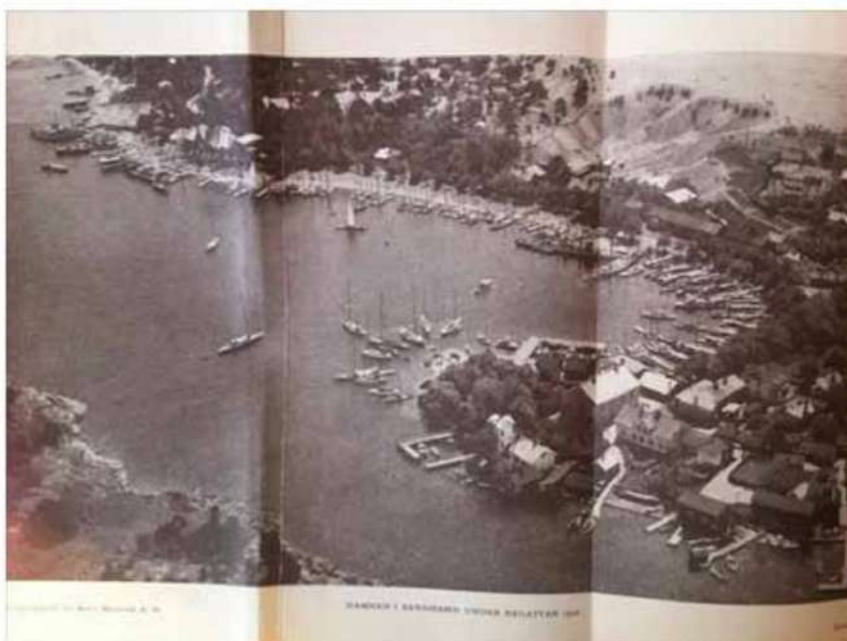
Violet L 49, before launching in 1947!



Douglas Reincke

17. Maj - Bearbetet

Sandhamn at the time for the Gold Cup in 1928 !!!



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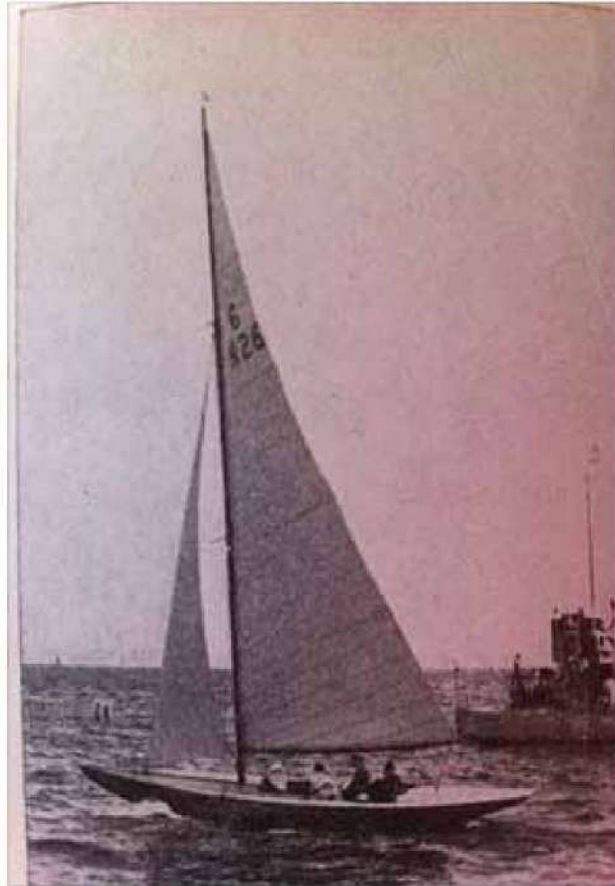
6 Metre News at Facebook



Douglas Reincke

17. Mai

The winner of the Gold Cup 1928, Figaro V by Johan Ancker !!



Gefällt mir · Kommentieren



Douglas Reincke

7. Mai

A rudder in the rudder!!!



»Vims» nya roder med rörlig akterkant.

Gefällt mir · Kommentieren

5 Personen gefällt das.

3 weitere Kommentare anzeigen



Tom Price drag. On these diagonally hung rudders, their weight or buoyancy can add or subtract from the "feel" on the helm substantially. Same with tiller weight. That trim tab was just to make the helm "feel" better but would really just mask poor balance (at the cost of added drag)

7. Mai um 18:14 · Gefällt mir



Kim Holm On ships this was called "Flettner rudder". Also used in aviation.

8. Mai um 07:38 · Gefällt mir · 1



Kim Holm When turning the small rudder (easy, no need for power) the main rudder turns in the other direction.

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6 Metre News at Facebook



Douglas Reincke

3. Mai

The Johan Ancker design Abu, a real winner, the list is long of cup honors! Here in the One Ton Cup, Seglarbladet 1933.



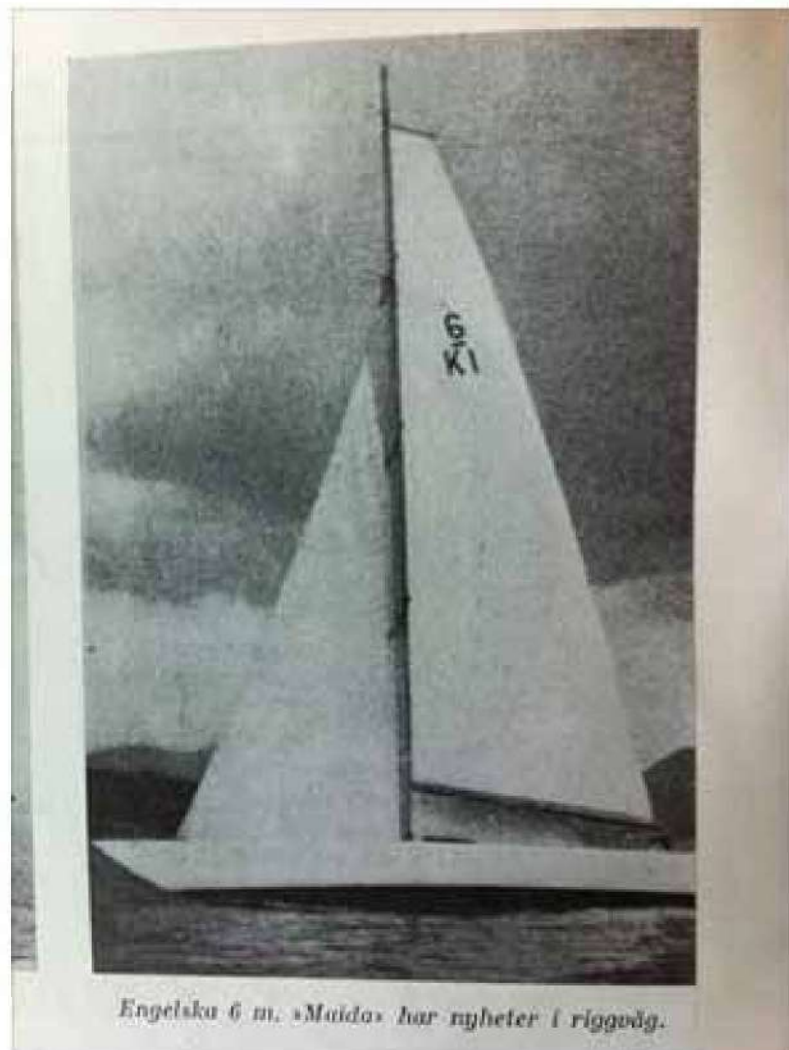
"Abu". Norges segerrika 6:a.



Douglas Reincke

7. Mai · Bearbejdet

Very modern AC sail configuration!!!



Engelska 6 m. »Maida» har nyheter i riggvåg.

THE CLASSIC SIX METRE NEWSLETTER

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Douglas Reincke

16. April 2011

The participating yachts of the One Ton Cup 1911!



6 Metre News at Facebook

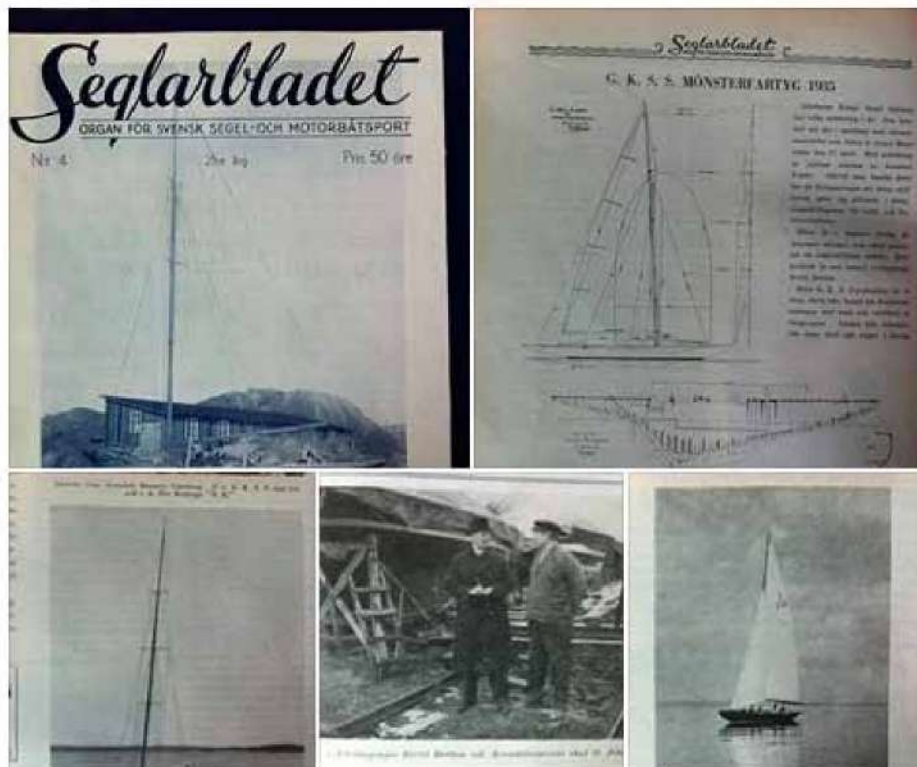
Gefällt mir · Kommentieren



Douglas Reincke

10. Mai

Here is the GKSS Lottery Six in 1935 designed by Berthel Bothen.



THE CLASSIC SIX METRE NEWSLETTER

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6 Metre Movies on Youtube

Olympic 6 Metre Regatta 1948

I found this wonderful document about the Six Metre Regattas during the Olympics 1948 in London. Please copy the following address in you browser.

URL: <http://www.youtube.com/watch?v=lgwbYwFCpCk&feature=youtu.be>



Lucie

Matt Brooks wonderful Lucie is a movie star too.

Please look under :

<http://lucie.org/?s=movie>

LUCIE IN THE MOVIES?

April 7, 2016 By Team Lucie • 3 Comments



Lucie shown in the 1937 Movie "Nothing Sacred". Advance frame to 27:02 (or just watch the first 27 minutes and wonder, what the heck?)

THE CLASSIC SIX METRE NEWSLETTER

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Worldcup 2013

Movie about the 6 Metre Worldcup at Flensburg 2013

please copy <https://www.youtube.com/watch?v=37IFWIL0Qu0>



The image shows a screenshot of a YouTube video player. At the top left is the YouTube logo with 'DE' and a menu icon. A search bar contains the text 'six metre'. The video frame shows two sailboats on a body of water under a clear sky. The boat on the left has white sails, and the boat on the right has a blue sail. Below the video frame is a red progress bar with a play button, volume icon, and a timestamp of '2:57 / 5:06'. To the right of the progress bar are icons for settings, full screen, and a share icon. Below the video frame, the title 'Robbe & Berking 6mR World Championship 2013' is displayed. Under the title is the channel name 'Robbe Berking' with a blue profile picture icon, a red 'Abonnieren' button, and a subscriber count of '9'. To the right of the channel information is a view count of '1.156' and icons for likes and comments.

THE CLASSIC SIX METRE NEWSLETTER

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Classic Notes from different countries:

Six-Metres in Norway 2014 by Tim Street

After 1952, although Six-Metre sailing continued in Finland, Sweden, Switzerland and the American North West with many boats being beautifully maintained, Six-Metre racing effectually ceased in Norway despite her great heritage. Indeed it was not really until after the re-birth of the Six-Metres in the UK in 1985 and the introduction of the classic concept for pre-1965 boats, that great interest re-started throughout Europe.

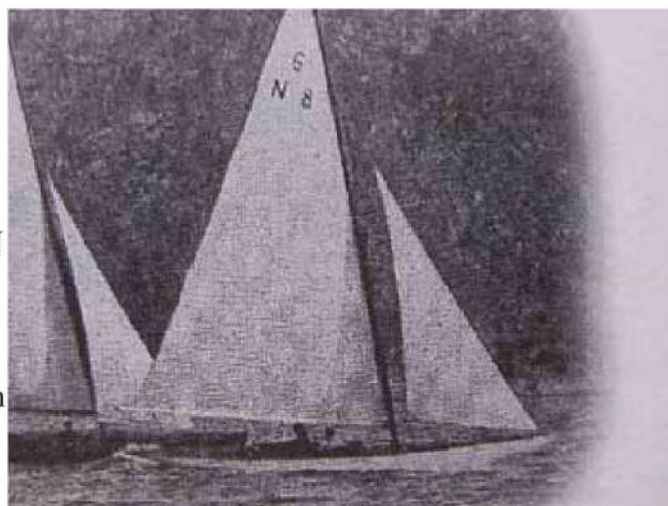
Sadly, in Norway, the founding of the KTK and the production of the beautiful magazine *Klassiske Linjer*, combined with the formation of the European Classic Yacht Union (ECYU) by Chris Ennals, somehow failed to arouse sufficient interest in Norway for anyone to re-form a Norwegian fleet.

Although in 1996 there were seven Sixes listed in the KTK Batre-gister, since then there has been very little interest in Norway, in spite of the restoration of *Askeladden* and despite Norway's great heritage. *Leila* and *Victoria* have been sold to the UK (*Victoria* subsequently to Finland) and an unknown boat, now named *Northern Spirit* but then listed as NN and built in Finland in 1937, has recently been sold to Majorca, while *Jan Nygaard*, who has had his boat *NOR 86 Miranda II* fully restored in Britain has now taken her to his home in Malta.

In Norway at this time, as well as Peter Ennals' *Sonja II* awaiting restoration, there are believed to be still some boats in sailing condition. The boats believed to still be in sailing condition in Norway are N 8 *Askeladden*; N 29 *Bianca* owned by Hans Andersson at Gotenburg; N 34 *Norna* in Oslo; N 39 *Elizabeth 8* at the Holman Yachtwerf; N 43 *Norna II* owned by Oyvind Toft at Grimstead; N 63 *Buri* believed to be owned by Jomar Elday at Kragero and in good sailing condition; N 78 *Hordung*, recently beautifully restored as a cruiser by Honovi Midtskog and Henrik Brun and now renamed '*Stamina*', also based in Oslo, and N 87 *Holmgang*, a modern 1981 Peter Norlin boat based at Sle-vikkilen. Abroad Norway has been represented internationally by Hans J. Oen with *NOR 80 Elizabeth X* and N 71 *Flapper*, a 1939 Chr. Jensen boat owned by Nick Booth, both now based in the US and more recently, also by Chris Schram with *NOR 17 Oslo* at the 2012 Europeans at Nyneshamn.



N-43 *Norna II*



N-43 *Askeladden*

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Elsewhere in Europe there are known to be three important Norwegian boats badly deteriorating and needing someone to rescue them and restore them to their homeland. The first and the one in best condition is N 1 Jo, also mentioned above, at the Aldeburgh Boatyard in Suffolk, England. Other known ones are N 44 Diana, a 1931 Henrik Robert, owned by M. Michel Depuyt and for sale in France and the sad remains of N 59 Coima, a 1936 Anker, dying in a farmyard in the South of England. Thus there is the basis for a proper ISMA fleet but it now requires someone to take up the challenge of actually making contact with all the Six-Metres in Norway, forming a Norwegian Six-Metre Association (NSMA) and organising the first ever Norwegian Six-Metre Championships with all Six-Metres in whatever condition invited to take part.

As a first step, the Kingdom of Norway will celebrate the bicentenary of the constitution, with Europe Week 2014 Regattas being official events as part of it. The regattas will take place in Sandefjord, Son and Oslo between the 15th and 22nd July with a special start for Six-metres. All owners of Sixes are thereby invited to attend and it is hoped that ISMA will give every encouragement. So far they have received two firm entries from N 43 Norna II and N 78 Stamina with two further boats in the area, L 8 Mosquito and N 8 Askeladden in contact.

It is hoped that at least some nearby Scandinavian Sixes might attend.



N-78 Stamina



N-L8 Mosquito
all three pictures

Latest news:

“The Classic Yacht Regatta – Europe Week 2014, planned to provide the first starts for Six-Metres in Norway since the mid-1950s. Five boats were expected, including the 7 Metre Marha II, which was invited to join in the same start. Unfortunately N 8 Askeladden did not make it but there were four boats at the first start - L 8 Mosquito, N 43 Norna, N 78 Stamina and NOR/K 21 Martha II, the 7 Metre. Before the first start, Mosquito was hit in the bows by another boat, which cut off three feet. She was saved by tying her spinnaker around it and putting a pump on board and is to be re-built. The other three boats which raced, finished in the order overall:- 1. Martha II 2. Stamina and 3. Norna II”.



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The Rescue and Restoration of the former Italian international Six-Metre *Miranda II* now NOR 86 by Jan Chr. Nygaard

In 2001 Brian Pope of the Ocean Yacht Company (OYC), based in Penpol Boatyard near Falmouth, Cornwall, England was contacted by Jan Chr. Nygaard, a Norwegian Marine Electronics Engineer, who was looking for an International Six-Metre to restore for his retirement.

Later in 2001, acting on information received, they both went to a small Village near Lake Garda in Italy, where Brian had located an old boat which turned out to be *Miranda II*, designed and built by Attilio Costaguta in 1937 at his boatyard S.A. Cantiere Attilio Costaguta & Co. She was then lying in a chicken farm covered, as you might expect, in chicken droppings and had been lying there neglected for at least 20 years. She was owned by a retired Italian, a former Luftwaffe Pilot, who had served in the Second World War, who initially was unable to make up his mind as to what to do with her.

Brian Pope, who had Jan Nygaard with him as a potential client & buyer, spent the whole day talking to the owner and eventually they agreed a price.

They then arranged for her removal and transport to Brian Pope's boatyard, the Ocean Yacht Company, in Cornwall.

Miranda was safely delivered to Penpol by the Ocean Yacht Company's own transport, where a careful survey was carried out.

As with so many "finds", very sadly it turned out that very much more restoration work was required than had initially been noted but Jan Nygaard, very bravely, decided to have work started and restoration began.

The list of work noted required so much to be done, including replacing the lead keel and rudder, that the work had to be done in bursts as finance was available. A beautiful new lead keel was cast for her by Henry Irons of Wadebridge in North Cornwall. One problem which had perhaps not been properly thought out was that at that time, Jan Nygaard was working mainly on Oil Rig Support vessels in the North Sea and thus found it quite impossible to get down to Cornwall during his short periods ashore between trips, to make the necessary decisions, thus badly delaying the work. After a difficult period, he decided to have the boat moved to Peter Wilson's boatyard at Aldeburgh, in the East of England, where she would be very much more accessible to him during his short periods ashore.

Shortly after *Miranda's* arrival at Aldeburgh, Jan also decided to buy the 1912 Anker & Jensen International Eight-Metre 'Amazone' from Norway, which he also had moved to Peter Wilson's yard for restoration where she is still lying, awaiting restoration.

Unfortunately, due to promotion and huge work requirements, Jan found that he was working all over the World, so that even though he was much more able to visit the yard, work inevitably continued slowly until at last in the autumn of 2013 *Miranda* was finally finished. She was then floated and had sails made for her.

Due to Jan's increasing workload all over the World (he is currently in Santander, in Northern Spain, working on a ship in dry dock) he has recently had her moved to Malta where he has an apartment, and where she now is. Thus at last he has achieved his ambition and will be able to go sailing on her in the Mediterranean during his holidays and Norway now has a beautiful Norwegian registered Six-Metre in commission on the Mediterranean.



THE CLASSIC SIX METRE NEWSLETTER

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Miranda II in new Yard in Malta

News from the Netherlands

For the ISMA Bulletin Classic Notes, some photos of NED 21 Caramba (ex S 24 and L6) designed by Gustaf Estlander and built by Pabst Werf in Finland in 1923, now owned by Pieter van Reedt Dortland, who bought her from Frank Zomerdijk. She is now at last nearing the completion of her restoration in the Netherlands.

Best wishes.

Yours, Tim Street.



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News from Italy

Notes about important sales in Italy are discussed. First Dan D 43 is for sale.



Marina Carpaneda, the wife of late Luigi Capaneda, who won the Europeans 2005 in St.Tropez, informed about.

Nivola ITA 74, the World Champion in 1993, has been bought by Rainer Suhner, the owner of Mecara SUI 45. Its nice to have on modern 6mJI more in Switzerland.



Nivola ITA 74

News from Finland

Cruising and or delivering a Six Meter ☺ a story of great importance

May Be IV, 6mR FIN 53, designed by Tore Holm in 1936, participated in the Europeans 2012 in Nynäshamn and the Worlds 2013 in Flensburg. While the other participants were transported by land, we continued our 29 year long tradition (one exception in 1998 Europeans in Cowes) of sailing to the venue on our own keel.

I was asked to write a story of the “heroic” trip, but I will rather give some tips to new Six Meter sailors considering to sail further than their club race course. There is nothing heroic in making long passages with Six Meters or even smaller boats, it is just a somewhat forgotten tradition. A French guy whose name I have forgotten took part in the 1984 Ostar with a modified Six Meter, and my parents in law sailed across the Baltic Sea from Helsinki to Copenhagen in a Nordic Folkboat after getting an architect assignment in Denmark in the early 1970s.

In 1937, the Finnish Six Meter Lyn took part in the Coronation Regatta in Torquay. The boat was launched from a steamer in London, Curt Mattson sailed away on starboard, tacked once outside the French coast and landed in Torquay 52 hours later.

As many of us know, a six meter is a perfect cruising boat in the sheltered waters of the Baltic Sea, New England or Pacific North West archipelago. So here come some thoughts and tips regarding cruising/delivering a Six Meter.

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It's about traditions, the German courtesy flag going up in Flensburg.



Our daughter Vaije enjoying spinnaker sailing in Denmark.



Sails

Main sail with slides & two deep reefs, light genoa, jib (small enough!), light spinnaker and heavy spinnaker. It is important to have a light #1 genoa and light spinnaker, because you want to keep the boat moving in almost no wind as you don't have an engine. Likewise, it is important to have a small jib for strong winds and also a heavy spinnaker for fast passage making when you are lucky with the wind. If you are hit by a real gale, take the mainsail down altogether, a six meter goes also upwind with just a jib.

A gale in the Swedish archipelago with our 13 year old daughter Vaije



Homeward bound Six meter lunch without new potatoes (Baltic herring, rye bread, Flensburger Beer, Flensburger aquavit)



THE CLASSIC SIX METRE NEWSLETTER

1907 - 2014

On the deck

We always cover the forward hatch for passage making and use the leeward running backstay winch for sheeting the genoa. Downwind we use the mainsheet winch for the spinnaker guy – this arrangement makes for interesting spinnaker jibes, which have to be planned pretty carefully.

This summer we made plywood “half moons” to cover the lee side of the key hole aft opening of May Be IV to prevent too much water coming in going upwind in big waves. Have a sturdy bilge pump with spares.

Spi guy on main winch, forward hatch closed, lifeline running to the bow, life is good



Safety

Before leaving, make sure that the old lady is structurally sound. No broken frames, no leakages while under pressure. And don't ask for trouble – reef in time, don't let her slam too badly off steep waves going upwind.

In big seas we rig a lifeline from the aft opening to the forestay on both sides of the boat. Using the lifeline with a short tether, having always one hand for the ship and one hand for yourself and staying on board is much more important than wearing a life jacket to stay afloat. The probability of falling over correlates positively with the distance between your ass and the deck of the boat – it is no shame to use four wheel drive when the going gets tough.

Keep your distanced to the lee shore. Carry a proper anchor with chain and enough rope.

Check the bilge regularly and keep it dry. Flares, hand-held VHF, maybe we should have had also an EPIRB.

When sailing with the light genoa, keep a proper lookout also when cruising or delivering.

Take your beer or the Finnish Jaloviina –brandy, but don't get drunk.

Vivi in a gale in Hanöbuk, the Biscay of the Baltic



My wife Vivi working in the bow, safely on her knees and attached to the lifeline. We were lucky with the winds with lots of good spinnaker sailing.



Anticipation

Take a nap before you are exhausted, eat before you are starving, put on more clothes before you freeze, dry your gear whenever possible. In a breeze take a reef before going out – it is easier to shake out a reef than take one in while sailing. Change into the jib and / or take in a reef when the wind seems to be picking up or at the sunset or if the barometre is going down.

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Navigation

We have used paper charts and handheld gps for years, but this summer we used an iPad with Navionics software and also a AIS app for following the commercial traffic. Sailing down to Germany we had the charts on hand during our three week leisurely cruise, but coming back in five and half days with just one night in harbor we never took the charts out. iPad with a water tight case, charged from a car battery was absolutely fantastic, also for following Windguru.

In 1936, she got the Olympic Bronze medal here for Sweden



Inside the boat

May Be IV has a very nice layout for cruising below the deck. In front of the mast we have a queen size double bunk, two benches behind the mast wide enough for sleeping and the floor boards deep enough to make moving in the boat easy and sitting on the benches comfortable. No bulkheads, no galley, no toilet. Two classic Trangia camping cookers with gas – clean and quick, potatoes on one burner, sauce on the other, luxury! Bucket as the toilet. Oil lamp gives surprisingly much warmth and dries the boat.

We had five persons sleeping cosily in May Be IV for one night.



We also have a classic Tiny Tot solid fuel stove with a chimney through the deck, but it is only needed in the northern parts of the Baltic in colder and wet weather – makes for fantastic evenings in port with hot rum toddy after a tough sailing day.

Keep the boat clean and tidy. A place for everything and everything in its place – it is a safety measure and makes life much easier and more enjoyable.

Changing crew in Denmark. Vaije and Vivi left for the Zoom8 Nordics in Sweden and Worlds in Norway and Silja and Ville joined me for the last bit of the delivery down to Glucksburg



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What to take along

As little as possible – it makes it easier to follow the principle above. Everyone should have their personal belongings in one reasonably sized watertight bag, we keep the foul weather gear in one bag or spinnaker bag on the side of the boat easily accessible.

Food

I can sail for the whole summer on Baltic herring, new potatoes, butter, rye bread, beer and an aquavit every now and then. Keep it simple, in addition to the above green apples, carrots, dark chocolate, porridge, bacon and eggs with coffee in the morning and enough tinned food until the next harbor if the others don't agree with the herring diet.

Enjoy

That's why we do it! Sail with people who you like, enjoy the breeze, the sun, the long sailing days and boredom, starlight nights, surfing the waves, sleeping in a moving boat trusting the ones on the deck. Get to know your Six Meter by sailing her, living and moving with the boat so that her movements get into your spine and you understand that they are living organisms.

Six Meters give the best sailing experience there is – they are fast for their size, during the whole ca 1500 nm trip we were passed only once, by a 45 ft X Yachts racing boat on their way to the X Gold Cup in Copenhagen. A 77 year old yacht maneuvered by only sails is also a conversation subject – you get friends in every port.

Boatbuilder and May Be IV crew member Juha Suorsa joined me for a fast 5,5 day delivery back home with only one 10 hour pit stop in southern Sweden



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News from France

by Alexandre Anginot

2015 WORLD CUP

We are actually preparing the sponsoring packages to find partners to host a wonderful World Cup. Flensburg is now a reference !

We plan to have between 10 to 15 french classic entering the competition !

We promise to have a really good spot.

You can use the photo attached to make the buzz !

SIXIES Which will celebrate anniversary

MARGAUX - 100 years old - I do not have the contact of the owner but on the boat you will find it here : <http://www.6mr.fr/la-flotte-francaise/classique/margaux/>

KYLA - 80 years old - I asked her owner to tell me more about the boat and if they plan something. <http://www.6mr.fr/la-flotte-francaise/classique/kyla/>

VERT GALANT - 80 years old - We will have a party in Noirmoutier during the summer and the Lissac Classic to celebrate this. If you want a long story of Vert Galant you will find attached a story I wrote. Unfortunately it is in French.

<http://www.6mr.fr/la-flotte-francaise/classique/vert-galant/>

Sixies on the web :

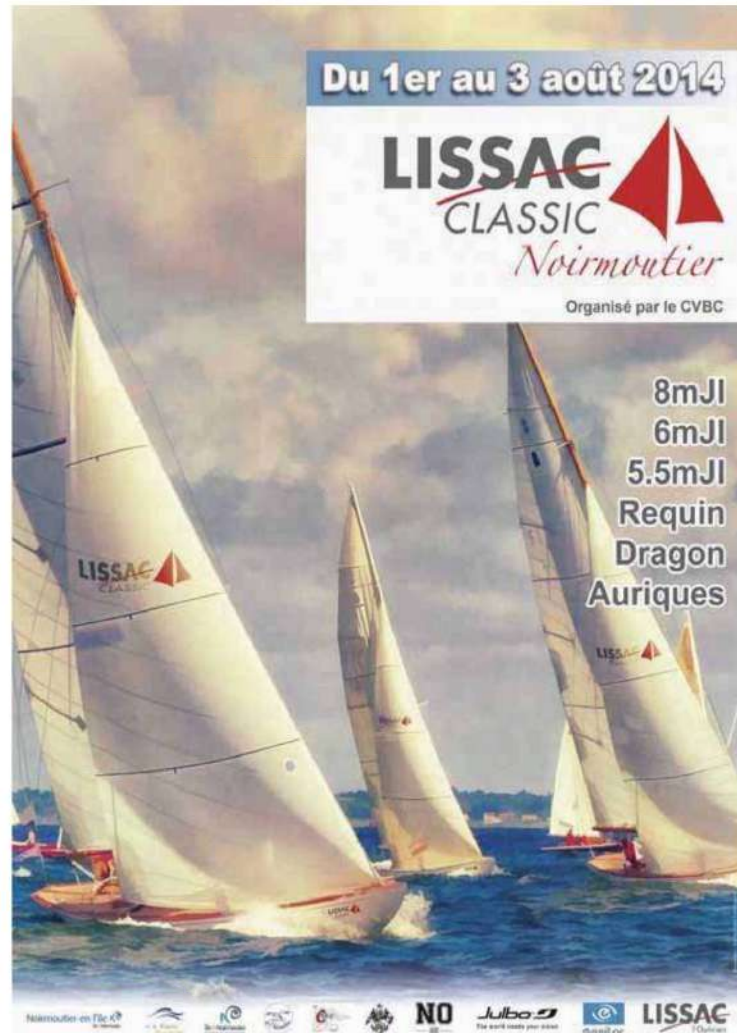
Pinterest :

I created a photo collection on Pinterest. You can pin all photos you find on this network to see here : <http://www.pinterest.com/aanginot/6mji-6mr/>

Facebook :

the community is really active (1772 members) and we will be happy to welcome more and more friends to share photos, stories, queries, etc....

<https://www.facebook.com/groups/106595826077588/>



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News from Brazil

from Torben Grael

Hi Thilo,

Aileen will become now 102 years old, but this year we celebrate the centennial of our Rio Sailing Club (Not Iate Clube do Rio de Janeiro).

Fair winds, Torben



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News from Australia

Hi Tim,

Thank you for your reply. The Rendezvous is a work in progress. Stage one was to return her to an open cockpit layout, stabilise the hull and get her sailing again with the cruising rig and sails we inherited with the boat. The next stage is to build a new set of spars off the Fife plans and return her to her original keel stepped rig with Dacron sails. At this stage she will require a new mast step and floor timbers, and relocation of the shrouds to the correct location in the hull. Rendezvous was the last yacht we worked on at our old location at Chowder Bay. After ten years of operations we relocated our business to Mona Vale. We are in the process of reconfiguring our website and will include many missing projects including Rendezvous. It was a huge move, and we are really only just getting back to going full strength again with the Sjo-Ro restoration.



As far as documentation is concerned regarding the Australian One Design Class, To date I have only uncovered the minutes of the meeting held at Prince Alfred Club on June 13th 1934, and an article written about the establishment of the class dated July 10th 1934. I will attach a copy of this article below.

This article written by Cecil E.B. Boden states: « Fife of Fairlie, upon being approached, advised that this design (No 790) , in his opinion would be most suitable for the proposed one design class. Further he advised that he would agree to the use of the drawings of the Toogooloo, charging only a small Royalty upon each reproduction. It is calculated that the total cost of plans, including cost of reproduction and all charges, would be approximately 23 pounds.»

I have not been able to find any correspondence directly from Fife, but I have been searching through the RPAYC archives. I assume, that Fairlie Restorations hold the copyright over the plans they hold in their archive. When I was visiting the U.K. earlier this year I met with Duncan Walker and we looked at the plans of 790 together. Through various past owners of the Australian sixes we had pieced together several sail plans, construction drawings and lines plans. Duncan copied spar plans, midship details and whatever else they had relating to 790. If we manage to generate interest in building new hulls to build up the Australian Fleet, it will be in consultation with Duncan at Fairlie Restorations.

I will also attach several images of the Sjo-Ro prior to her restoration and several during the process so far.

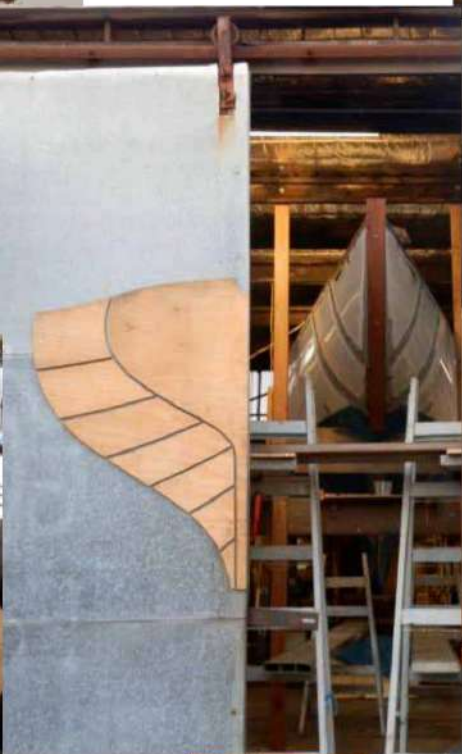
best regards,

Simon Sadubin



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Six Metre, One-Design Class

Interstate Class Development

By Cecil E. B. Boden



"Siza" on the Clyde.

THE race is the thing! After all, the zest of any race lies in being able to pit skill against skill, all other things being equal. In sailing, as in other sport, more real pleasure for participant and onlooker is to be found when conditions are as equal as it is humanly possible to make them.

For the designers there may be interest in being able to manipulate a rule, to evolve a freak boat that will wrest a championship from a competitor; but what real satisfaction can there be to the skipper who knows that the man defeated might equally well have been the victor, had he held the tiller in the other boat.

Cost enters into the question also. With one design it is possible to evolve a class for which the cost of entry is fixed within fairly close limits. With due consideration at the outset, this cost can be brought to a reasonable figure.

Following on the proposals which were put before interstate clubs and generally adopted earlier in the year, namely, that a six-metre, one-design class should be formed, a representative meeting of Sydney yachtsmen met at the Prince Alfred Club on Wednesday, June 13. Consideration was given to progress that had been made, and to details necessary to further the movement towards establishing a group of one class boats in Sydney.

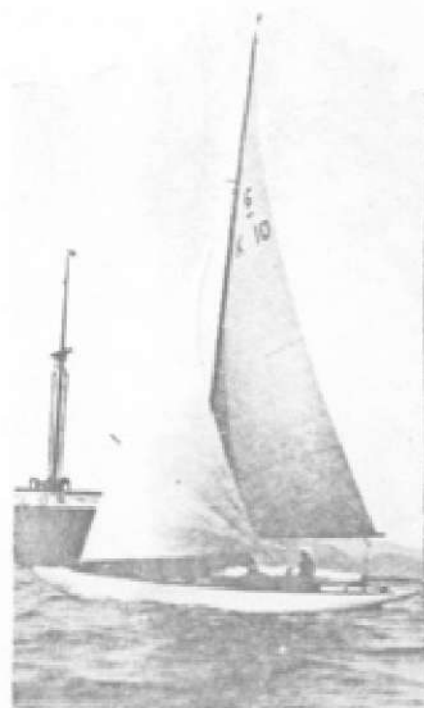
The general trend of the discussion centred upon the design and construction of the boat to form the basis of the class.

The six-metre boat Toogooloo-woo, which succeeded in capturing the Northcote Cup from Iolaire in Sydney in 1932, has been accepted as the ideal basis for a six-metre, one-design class.

The original design was by Fife. The boat is at present owned by W. S. Dagg, of Melbourne. This owner has agreed to make available for reproduction the plans which are still in

his possession. Fife, of Fairlie, upon being approached, advised that this design, in his opinion, would be most suitable for the proposed class. Further, he advised that he would agree to the use of drawings of the Toogooloo-woo, charging only a small Royalty upon each reproduction.

It is calculated that the total cost of plans, including cost of reproduction and all charges, would be approximately £23.



Fife Designed Six.

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July 10th
1934

The Australian
Motor Boat and Yachting
Monthly

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In the matter of construction and outfitting it is estimated upon reliable quotations that the boat could be built and rigged with sails complete for racing at approximately £450.

The question of make of sail was carefully considered, and the opinion expressed that Australian-made sails would be desirable from the point of view of cost as well as to encourage the Australian makers to develop the highest technique.

The class has already received practical support both in Victoria and New South Wales. In the former State two boats are building, while for N.S.W. Mr. Claude Plowman is having a boat built to these Fife designs by a Tasmanian builder.

The Yacht Racing Association and clubs throughout Australia will be repaid for their choice of the six metre boat by the establishment of a class which has already found favour in international yacht racing.

As recently as February, 1934, "Yachting," our English contemporary, recorded that of boats represented at the international races at Oslo there were sixteen "twelves," seven "eights," and 29 six-metre boats.

In British and American racing these boats hold a high and respected place. We reprint from the "Rudder," 1932, a reference to The Solent series of races for the British-American Cup of 1932. Also photograph from a page of the "Rudder," showing Bob Kat, the most successful boat in those contests.

In addition we publish by the courtesy of Mr. Claude Plowman the sail and rigging plan of the proposed one-design, six-metre boat now building to his order.

"Bob Kat," six-metre, the most successful boat in the 1932 Solent series, Olin Stephens design.



American Sixes Sweep Solent Series

(Extract from the "Rudder")

(By G. I. Post)

THE American team of six-metre sloops swept the series for the British-American Cup in the latter part of July, by winning decisively four successive races on The Solent. Briggs Cunningham's Lucia, Bob Meyer's Bob Kat, J. Seward Johnson's Jill, and the Scunthorpe Syndicate's Nancy, composed the team. The three owners named were at the helms of their respective sixes, and Olin J. Stephens handled Nancy.

Before the British team had been chosen the Americans had arrived and were tuning up in The Solent. A number of races were provided for them, the trophy for the best point score going to Seward Johnson's Jill. After a few trial races the selectors decided that England's colors should be carried by Ancora II, a new Fife boat, owned by Cecil R. Dorrer and Cyril M. Wright; Yorsa, a new Mylne design, owned by J. H. Maurice Clark, of the Clyde; Nada, a 1926 Fifelet boat, owned by

Commodore F. G. Mitchell; and Finetta, which was one of the team beaten on Long Island Sound in 1930. She is now owned by J. S. and N. A. Bacon, of Burnham.

The trials of both teams showed that the visitors were immensely superior in the handling of their light canvas, the Englishmen being ragged and slovenly by comparison. The Americans also seemed to have a better equipment of light sails, and also used more judgment in selecting them to meet prevailing conditions.

In the actual cup races it was the same story over again, the visitors being well trained in team work, handling their boats in perfection, while the Englishmen, some of them inexperienced, seemed to have no more idea of team racing tactics than they had of the uses of Genoa jibs and parachute spinnakers.

(Continued overleaf)

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News from Germany

Hypnos back in water. Another Six Metre at Lake Starnberg south of Munich.

Brothers in the Metre fever. Wolfgang Oehler owns the legendary 5.5 Metre Subbenboana, which took part in the Olympic Games in Enoshima 1964 for Germany. Three years ago he restored the boat perfectly and sails now with the Olympic helmsman Biwi Raich and his brother Christian very successfully. After Carmela established the class in the DTYC (Deutscher Touring Yacht Club) Christian Oehler forced to get his 6 Metre Hypnos G 34 , a 1930 design from Henry Rasmussen back in the water, after years on land. The boat needed some minor repairs and some cosmetics, but is in fine condition. When Carmela returns from her trip to Falmouth and La Trinité, the two boats will train together, so that both crews will profit.



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News from Denmark

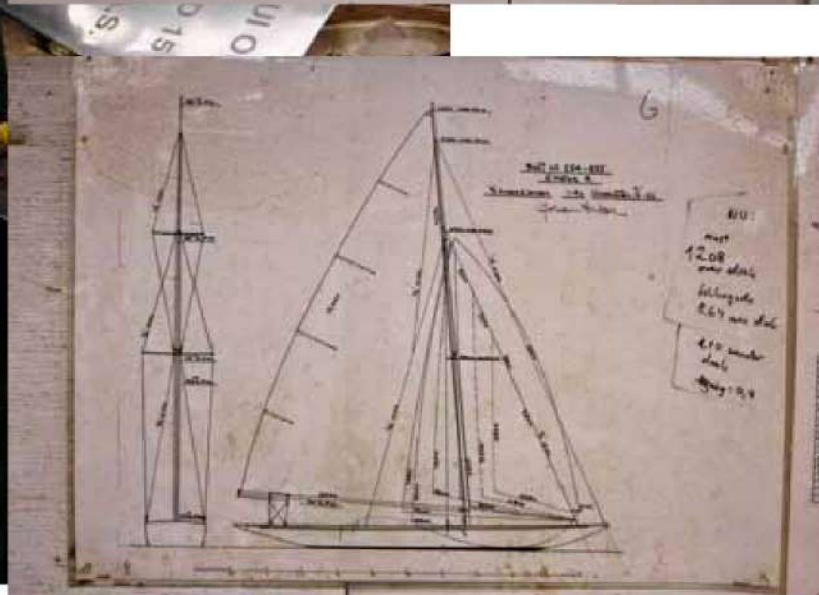
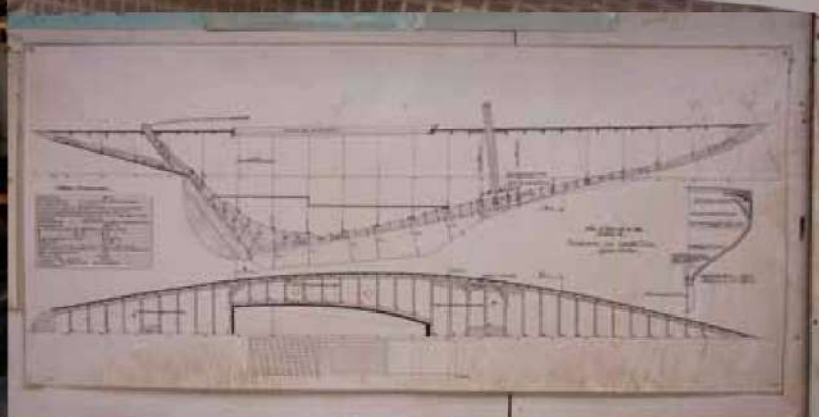
Some pictures from Erik Jensen working on Qui Qui



6mR OUI OUI 6 D 15

Cowes, 1923 Svanemøllen 1997-2008 Svanemøllen 2009

Oui Oui 6mR 6 D 15, Johan Anker, Oslo, 1922
Længde 10,73m, Bredde 1,85m, Dybgang 1,35m,
Vægt 2,9 tons, blykøl (2 tons)
Mahogni på stålskant, elme- og askesvøb, teakdæk
Klubbåd i Københavns Amator-Sejlkub 1924-27+1997-



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Atrocia

A special boat, with the spirit of innovation

Thanks to Matt Cockburn

Atrocia – a study of experimentation, risk and failure Matt Cockburn



Figure 1 - US 35 Atrocia (c) Mystic Seaport, Rosenfeld Collection, #23767F

Where do people get their ideas? What drives the imagination? The improvements and innovations we all benefit from with new and successful ideas often represent the best of what has been ventured and risked. Our best attributes as humans, thinkers and dreamers often lead the way to progress. But, for every success there may be many failures. What did we learn from Atrocia?

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Enthusiasts of the metre classes and those who have witnessed the weird and wild of the sailing world will appreciate the strangeness that was US 35 Atrocia, a 1927 International 6 metre design that bent the minds of observers of the time and challenged the aesthetics and the actual rules of our rapidly developing class.

Early in 1927 C. Sherman Hoyt and his partner, Harry Maxwell, commissioned the design and build



Figure 2. C. Sherman Hoyt in the NYYC Model Room

of a new 6 metre for use in the various important races scheduled to take place on a busy Long Island Sound racing season throughout the summer. These races included the trials to defend the Seawanhaka International Challenge Cup and the Guldpokalen or Scandinavian Gold Cup. Though the boat is attributed in Lloyd's Register to Henry J. Gielow, Inc., the design is likely from Mr. Hoyt's own hand. Henry J. Gielow, Inc. was a very prominent naval design firm at the time and Mr. Hoyt was a partner in the company. It is not inconceivable that while Mr. Gielow or others in the office may have contributed to the hull shape, which is relatively conventional for the time, Hoyt conceived and designed the most noteworthy element of the boat's original design – the rig and sail plan.

In Mr. Hoyt's own words, "We had decided to try a radical experiment where most of the sail area was in the fore triangle with only a small mainsail." The second iteration of the International Rule was in effect and Mr. Hoyt's aim was to exploit 2 "loopholes" in the way sail area was measured. First, there was no maximum height imposed on the headsail at the time, which meant he could have a hoist all the way to the masthead. The second part of the measurement rule he exploited was the fact that sail area was rated at 100% of the mainsail area and 85% of the fore triangle area. Mr. Hoyt goes on to explain, "Our object was to gain a much larger sail area off the wind..." It is useful to also note that "balloon" spinnakers were not yet in use, thus a typical spinnaker of the time looked like a billowy regular jib which was flown free with no spinnaker pole. With this solution, it could easily be imagined that the huge jib, eased out on a reach or run and held down and out by the clubbed foot, would have an enormous advantage. The mast was placed well aft and the enormous and heavy club footed jib meant "materially increasing its (the mast's) strength and weight to take care of the absence of distribution of strain obtained from the luff of a normal mainsail."

The boat was built at Henry B. Nevins of City Island, New York in the first half of 1927 and completed late – the day before her debut at Larchmont Race Week on July 16, 1927. Atrocia was painted orange on one side and gray on the other – Mr. Hoyt and Mr. Maxwell's respective favorite colors. Contemporary journalists in many sailing publications paid close attention to Atrocia and later described her as "remarkable", "peculiar", "queer" and a "freak boat." Her first races were not a good sign, though the conditions were challenging, to say the least. Atrocia streaked to the lead in anything resembling a fresh downwind leg, only to be repeatedly thwarted by light winds throughout the week. Her heavy and clumsy headsail was difficult to manage in light breezes and at the end of the series Harry Maxwell was

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disgusted with the performance of the boat. Mr. Hoyt bought out his partner's share, and money being tight, moved the heavy original mast forward to a more conventional position in the boat. With her changed rig Atrocia did not perform well enough in the trials to defend the Seawanhaka Cup, though Mr. Hoyt was chosen to sail another boat, US 33 Clytie, against N 27 Noreg and Magnus Konow. Hoyt and Clytie lost to Konow and Noreg 3 races to 2. For the trials to defend



Figure 3 - S2 May Be at the 1927 Guldpokalen with the first "genoa" sail flown in the 6 metre or any other class in the USA.

the Gold Cup, which was won by Herman Whiton with US 29 Lanai in Norway the previous summer, Hoyt and Atrocia again failed to find their groove. Cornelius Shields won the trials in Hoyt's earlier design, US 12 Lea, to be the USA defender against 7 other nations. Sven Salen debuted the "genoa" jib and the series went out to the maximum of 7 races before Mr. Salen and S2 May Be won it all and in doing so, changed sailing and our concept of an efficient head-sail.

Mr Hoyt's words on the experiment show some wistfulness; "I am convinced that our theory was correct, but this was before the days of loose-footed jibs and overlapping jibs, to be learned from Sven Salen and his May-be that fall."

So, what was learned from the Atrocia experiment? It could be argued that several issues prevented Atrocia from succeeding. The boat was delivered late, keeping her owners from trialing and getting used to her idiosyncrasies prior to racing. The mast was very heavy, and when moved forward would have had a bad effect on the balance of the boat and shape of the sails. The over-engineering of the spar would have meant higher weight aloft than other boats, which would work against her righting moment and cost efficiency in a class with very tight tolerances. She was late for the Seawanhaka Cup trials, due to weather conditions, missing the first 2 races in less than ideal conditions. Would changes to any of this have mattered had Atrocia faced Noreg in the Seawanhaka Cup, or squared off with the other boats and S2 May Be in the Gold Cup? Doubtful. In the end, Atrocia's radical rig can only be called ill-conceived and the otherwise lovely hull a victim of too little preparation and more than her share of bad luck.

At the end of the season the maximum sail height rule was changed to be 9.75 meters and made retroactive. Mr Hoyt sold Atrocia almost immediately and built US 40 Salema for the 1928 season and

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found success in Europe. Atrocia received a small coachroof and bounced around Long Island Sound through a series of owners until the mid-60's. She changed names a few times – Christie, Caroline, Bob-em, Mistress and then eventually made it to Puget Sound, near Seattle. While preparing her topsides for fresh paint in the early 70's, owner Stewart Biehl found the original orange and gray paint. Mr. Biehl entered Atrocia in the 1973 ISMA World Cup in Seattle where he placed 18th of 20 at the inaugural version of this bi-annual event.

C. Sherman Hoyt (1878 – 1961) was arguably the most famous yachting figure in the world in the first half of the 20th century. He sailed in and won many offshore races, sailed in nearly every America's Cup involving the enormous J-class yachts, and was influential in yachting circles on Long Island Sound and beyond. Mr. Hoyt was a noted raconteur. He traveled the world and made acquaintance with various Presidents, Kings and Princes, Sir Thomas Lipton, the Dowager Empress of China, and Adolph Hitler among many, many significant and not so significant people. He was involved from the very beginnings of the 6 metre class in the USA and designed 5 sixes; US 12 Lea, US 24 Paumonok, US 35 Atrocia, US 40 Saleema, and US 52 Aprodite.

Atrocia recently surfaced in Big Fork, Montana and her current steward, Phil Coe, intends to start a full restoration in fall 2013. He's considering whether he should make provisions to experiment with the original, radical rig.

Atrocia's particulars:

LOA: 34' 10" (10.617m)

LWL: 22' 6" (6.858m)

Beam: 6' 7" (2.0066m)

Draft: 5' 1" (1.55m)

Sail area: 475 sq ft (44.129m²)

Sources:

Sherman Hoyt's Memoirs - Sherman Hoyt, author Yachting Magazine – October 1927, November 1927 The Rudder – August 1927, November 1927 The New York Times Lloyd's Register of American Yachts The Rosenfeld Collection – Mystic Seaport

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Building a new wooden mast

Competitive or just a statement on a classic look? by Thilo Durach

Carmela a Estlander design from 1924 had still a wooden mast, which we believe is out of the 30ies. We found the numbers 1938 in one of the mast fittings. Guy Roland Perrin recognized when he measured the boat two years ago, that the top of the mast is way to thin in diameter. But as the mast is original, it was allowed to sail. During the events in Nynäshamn and Flensburg we have to fight with the very fragile mast. We have to support him with an extra pair of runners, which hold him under der first spreader. Sailing over 18 kn wind speed, the crew looked with fear to the top. But surprise the mast hold together, but we never had a powerful sail trim. Coming from the Finn Dinghy I know what a flexible mast is able to do, but on the Six Metre I don't believe in a too flexy rig. To push the boat through the waves, you need a stable system. So the decision was made after Flensburg to build a new mast. As we want to be part of the Classics, which qualify for the Baum & König Trophy, we planned for a new wooden mast. As Lucie and some of the Finnish boats proved, you can win races with a wooden mast and Dacron sails. Juliane Hempel, the German Yacht Designer is very successful with her masts in the Metre classes. Andreas Krause uses one of her designs for his Sleipnir and was impressed about the performance. "The bending curve of the mast is more harmonic than some of the aluminum profiles", he said. "But only if you put in al lot of knowhow." The times where a wooden mast was just a box design are over. It is a complex construction, where the natural strength of wood and the exact positioning of supporting material is necessarily. So it is not just a design job, there are multiple talents that have to work together.

The Designer: Juliane Hempel designed a mast, based on calculation, experience and force simulation programs. The first cross section she presents, showed an incredible complex system of different wood strips, with even more complex cutting edges, but that is the way it has to be if you want max performance, from a classic material.

The Mast Builder: Robert Radtke from the wharf Graba & und Radtke was seriously impressed about the plans. "This is probably the most difficult thing I ever built,, but with minor changes we can do!" In a close cooperation with Juliane Hempel they developed a plan, to find a way of max performance due to a cost effective way of building it. Creative solutions to the wishes of the owners are a big part of building the mast to the specifications of the ship.

The Wood Dealer: You need the right material and you need the right guy to deliver it. John Lammerts van Buren is absolutely the right guy, he helps with his ideas and shows an incredible enthusiasm for projects like this. He precut the wood in desired strips, so that the amount waste wood is very small.

As proposed by Juliane we choose Spruce wood, because it is strong, light and with long knotless strips ideal for mast constructions. We were able to realize the mast with only one mounting in a total length of 14 meters. We used Epox to glue the mast together, even when we had the discussion to use Resorcin bond, because Juliane mentioned that Epox is no stable to UV-radiation in intense sunlight, like the mediterenan. The brown color of Resorcin and the fact that to much sun is not the problem in Germany in combination with a UV protecting varnish, we decided to use Epox. The profile used the max diameters, that are allowed in the measurement.

To reduce wind drag and weight in the top, we went for a one spreader design, with a jumpstay, to support the top. It was hard to give up the classic look with three spreaders but, for the classic CIM regattas in the Mediterranean Sea, where authenticity is the key for a good handicap, we will use the original mast.

It took three weeks to put the mast together and get the paint job done.

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Interview with yacht designer Juliane Hempel about the performance of a modern wooden mast.

Mrs. Hempel, as a Boat- and Mast Designer what would you choose for a 6 Metre Classic, a wooden or an aluminum mast?

Juliane Hempel: Both is possible, but for sure a wooden mast matches a Classic yacht much better. Years ago it was out of mind, that a classic long keeled boat with a wooden mast and Dacron sails would have the performance to challenge or even beat a similar fast boat with a modern rig and 3D-sails. Now, upwind both boats point similar and have the same speed. What happened? In the 70ies the hard to build wooden masts, were replaced by aluminum masts, which were due to the production possibilities easy, fast and cheap to produce with different profiles.

In construction classes like the 100 year old Intl 8mR Class, the interest in high end wooden masts start to rise in the early 90ies. Requirements, they shouldn't be heavier than the class rules defined and they should be max stiff, challenging the aluminum masts.

So what makes a modern wooden mast so different from an old one, or what are its advantages? If you look at the development of carbon masts compared to aluminum, it stands out, that the carbon masts succeeded not because they are easier and cheaper to produce than the aluminum rig, far from it, they cost nearly the double, they have been successful only due to their performance. They are stiffer, lighter and under pressure they bounce back much faster.

To add these characteristics to a wooden mast, even make him better than an aluminum one, the mast designer directs four leading parameters:

- 1) Profile
- 2) Dimensions und construction methods
- 3) Wood typ, that means best quality with the possibility of physically checking their strength.
- 4) Rigging with rod and carbon fibres

In former times wooden masts often showed a drop-shape, which narrowed towards the top. This ends in a relatively soft bending behavior and a bending curve that increases toward the top. A modern profile with a significant rear end and a taper at the top, ends up in a significant stiffer mast, with a bending curve that looks like circle segment.

Does a modern wooden mast have wind limit?

Juliane Hempel: For sure this depends on the design of the mast and how you handle the mast. As an example, my first mast for a German "Sonderklassenboot" (Boats from around 1900 with huge sail areas), at a length of 14 meters it weighs only 53 kg, complete with PBO shrouds spreaders. The crew had to challenge 7bft right away, no problem if you know what you are doing. But a wooden mast is sensitive to buckling. Stress through very low strain rod rigging, in combination with high-tension loads on



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the rig, cause a compression strain on the rear end of the mast. If the tensile stress on the front end is no problem, the rear end has to be accordingly dimensioned. You have to keep in mind that a flute for the sail weakens the mast compared to a sailtrack.

Does a modern wooden mast harmonize with laminated sails?

Juliane Hempel: Extremely well, because a modern wooden mast compromises a bending curve that is close to a circle segment. Additional it offers the bounce back effect similar to a carbon mast. The overall package has to fit, the design of the mast, the rig and the sail have to match, plus the additional forces due to the minimized stretch have to be induced in the hull very well.

How high are the costs aluminum versus wood?

Juliane Hempel: A high end wooden mast is on the cost level of a carbon mast.

Is it possible to win the 6 Metre Worldcup with a wooden mast?

Juliane Hempel: Yes. Only hydraulic systems used in the Moderns have to be used very sensitive. As a modern wooden mast is similar to a carbon version, especially in the dimensions, it is important to know the modules of the wood. Today it is possible to measure the E-modulus of the wood very easily with a sensor-device, that sent an acoustic signal thru the strip. This allows the designer to find the right wood for the specific place in the profile. This ends in a very strong construction.

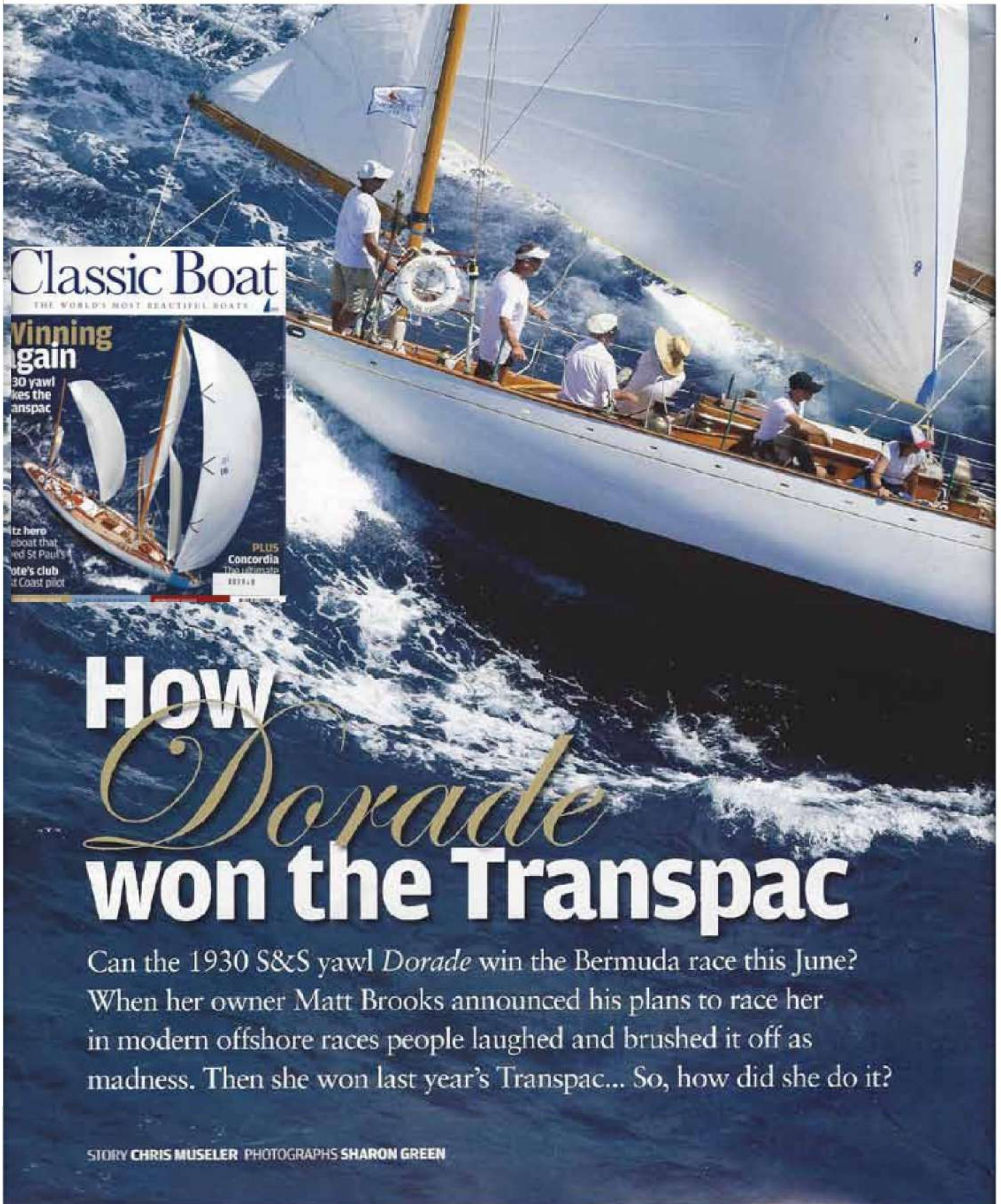
To give an example, if you compare two masts (wood, aluminum) of an 8mR with identical weight, by positioning both masts with their front edge down on two support racks, to measure their sag caused by their own weight, the aluminum mast shows a sag of 20 cm, while the wooden mast comprises a sag of only 6 cm.

Mrs Hempel thank you very much for this interview.

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Six Metre Owner and President of ISMA Matt Brooks with his Dorade in an article in the latest Classic Boat issue



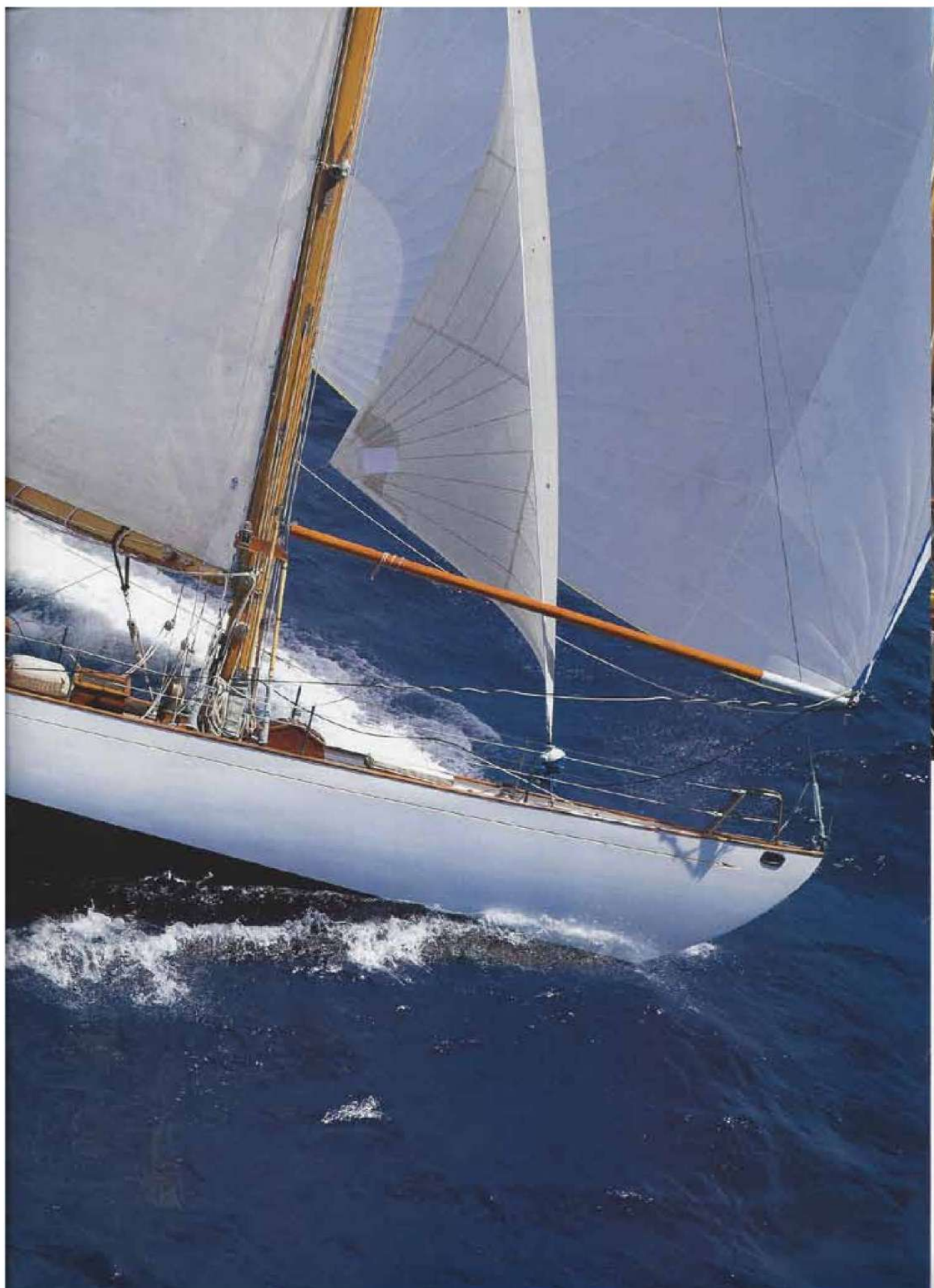
How *Dorade* won the Transpac

Can the 1930 S&S yawl *Dorade* win the Bermuda race this June? When her owner Matt Brooks announced his plans to race her in modern offshore races people laughed and brushed it off as madness. Then she won last year's Transpac... So, how did she do it?

STORY CHRIS MUSELER PHOTOGRAPHS SHARON GREEN

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Above: with five sails flying, the biggest visual difference between *Dorade* racing in 2013, compared with 1936, was the introduction of a small mizzen sail

She is not exactly an easy boat to sail. Certain wave angles will push her around dramatically, regardless of wind speed or direction. With up to five sails up, there's a lot going on. Apparent wind speeds increase linearly with true wind speed, and so on. Doing things right and proper is not so much "important", but vital for her and her crew's very survival. The ocean is unforgiving and there are damn good reasons for those traditions," says Eric Chowanski, crewmember aboard *Dorade*, in a letter to the crew after winning the 2013 Transpac race.

Bowman and rigger Eric "Chewy" Chowanski is somewhat of a legend on the West Coast sailing scene. He's seen everything the Pacific can throw at a boat and crew. He is known to climb out onto the "spear", or bowsprit, of the most modern of carbon-fibre ocean racers, in the middle of the night, while thrashing along at 20 knots, to rig up the spinnaker gear. In that light, his observations of Olin Stephens' near-masterpiece yawl, which made history winning all the great ocean races of her day, are all the more shocking. What Chowanski and the rest of

the *Dorade* crew discovered after nearly 10,000 miles of sailing in 2013 was that her worst quality – death rolling from rail to rail when sailing deep off the wind – allowed her to once again slay the giants of the ocean-racing world, 77 years after her first Transpac victory.

With a visionary owner and a driven batch of professional sailors, *Dorade* closed the door on her competition while exiting the Molokai Channel last July and won the overall title and the King Kalakaua Trophy in the biannual Transpac. Why owner Matt Brooks of the San Francisco Yacht Club decided to start racing

"You have to win your day and hope your day wins the race"

Dorade in the ocean again after all these decades has already been explained in the pages of this magazine (CB304). How Brooks and his team were able to unleash one of the world's most significant racing yachts, and win again, is described here.

Matt Wachowicz, a former America's Cup navigator and *Dorade*'s navigator for the 2013 and 2014 seasons, led the team's performance analysis programme with the specific aim to prepare for, and attempt to win, the 2013 Transpac. He is a top specialist in analysing a boat's strengths and weaknesses, and combining technical boat

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preparation and weather routing to drive a boat to success on the ocean. When he was asked in late 2012 to join the boat, he was cynical, as many have been, to the idea of racing an ancient artifact across oceans.

"But it's such a unique opportunity, it makes you pause," says Wachowicz, who selected a fully professional crew that included global short-handed sailor Hannah Jenner, sailmaker Kevin Miller and top trimmer John Hayes. Even the captain, Welshman Ben Galloway, had led a team around the world in the BT Global Challenge.

Many people thought Wachowicz's decision to sail a classic in the ocean was not only "stupid and impossible", but that it would taint his professional career. "We had to be professional and we were. But more than anything else, wouldn't you want to be a part of this special thing if it actually happens?"

Wachowicz says he selected his team because, though they were all well respected, they were just crazy enough to "believe" in *Dorade*. What followed last winter was a meticulous, no-stone-left-unturned approach from rating analysis, sail design and materials testing, and offshore training that included two West Coast ocean races.

To optimise the boat, a new way of thinking was needed. "The performance direction of *Dorade* is the



Above: Matt Brooks (third from left) with his well-drilled race crew, including bowman/rigger Eric "Chewy" Chowanski (fourth from left) and navigator Matt Wachowicz (second from right). Left: well-wishers wearing special sailplan T-shirts greet *Dorade* and her crew

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ALL PHOTOGRAPHS: RANDY FERNS

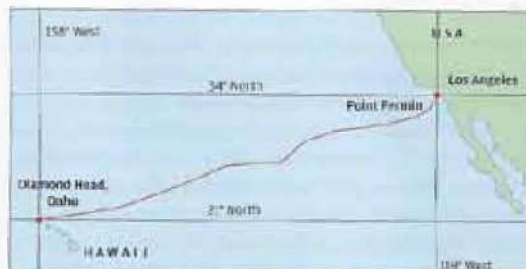
Clockwise from top: captain Brooks leads the team on *Dorade*, in keeping with the boat's 1936 Transpac victory. navigation in the 2013 race was also done by sextant

opposite of what we do today," says Wachowicz. "We were going down roads we would never go down."

Three-quarters of the Transpac is downwind, not reaching, but mainly dead downwind. The downwind performance curves for the modern 70-footers (21.3m) *Dorade* was competing against for overall victory call for higher angles and flatter, asymmetrical spinnakers. These "sleds", including Roy Disney's second-placed 70-footer *Pyewacket*, reach closer to the wind, heel over almost to their rails to optimise their waterline length, and generate tremendous speeds tapping into the 30-knot range.

Dorade's best performance, according to Wachowicz, is "super deep". The crew decided to sail *Dorade* as low, or close to dead downwind, as they dare. "We would just attempt to control the helm, though most of the time it was out of control," says Wachowicz. "But we had incredible results. Our learning curve was learning how to steer. It was unorthodox to us but not 70 years ago."

The "low mode" that *Dorade* had in her DNA let the team cut the corners of this traditional race course. Wachowicz says that race veterans can dictate exactly how anyone should sail this course, which is dominated by consistent weather features between Los Angeles and Hawaii. This opened up a few interesting tactical plans.



The Transpac runs from Point Fermin, San Pedro, to the Diamond Head Lighthouse, Honolulu, a distance of around 2,225nm. *Dorade's* finishing time in the 2013 race was 12d 5h 28m 18s, knocking more than a day off her 1936 time.

"The boat is so slow," says Wachowicz, "but sailing 2.5 degrees lower than the fleet allowed us to reconsider a course to the finish that no one else could."

Wachowicz's data was put into Kevin Miller's North Sails' computers. The result was a selection of asymmetric and symmetric spinnakers, and staysails all of modern, laminate materials. Though *Dorade's* downwind profile looked amazingly similar to images of her sailing past

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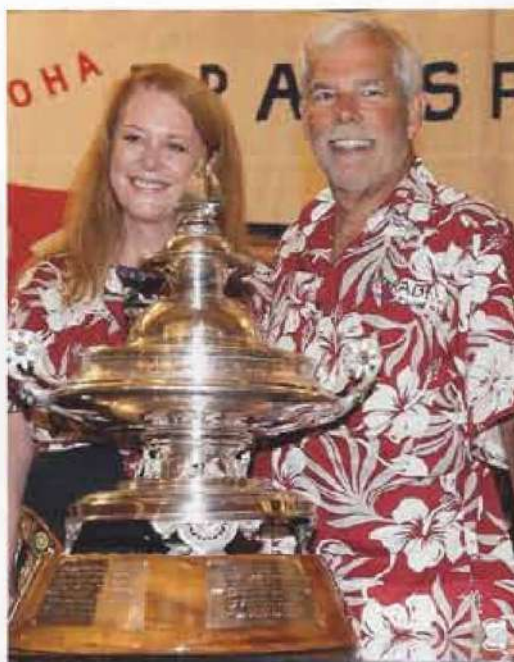
Oahu's Diamond Head in 1936, the striking difference was her new mizzen sail. The handkerchief-sized sail that went only two-thirds up the mizzen, allowed the boat to keep her yawl rating and ability to fly staysails, but the reduced area allowed clean wind to reach the staysails.

The boat was in constant development just as she was under the Stephens' stewardship. "We're looking at every piece of equipment," says Brooks. "Can we make a wooden block that looks classic, but is as strong and safe as a composite block? It turns out, through much trial and error, that the answer is yes." This process led to the fabrication of a more robust bronze gooseneck after the original one cracked on a delivery trip down the coast.

"You have to win your day and hope your day wins the race," says Stan Honey, Jules Verne Trophy-winning navigator, offering advice to *Dorada*.

The format of the 2013 Transpac had the slower boats starting almost a week before the larger boats. The positioning of a high-pressure system that week allowed *Dorada* and her fleet their first opening for the overall trophy, starting in more wind compared with the lighter wind the larger boats faced.

More than halfway through the race, Brooks' dream of winning the 2013 Transpac started to materialise.



Above: Dorada passing the finishing line at Diamond Head, Honolulu, in the 2013 Transpac.

Left: Matt Brooks with partner Pam Rorke Levy celebrate winning the 2013 Transpac

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Above: *Dorado* sailing past Diamond Head in the 1936 Transpac. Below: Full-page coverage in the *New York Herald Tribune* for *Dorado's* win in the 1931 Fastnet

"We realised the winner of the race could come from our group," said Wachowicz. "We had to be clever tactically. We had to maintain our position in our class but had to race the 70-footers to the south. There's always hope that something really special is going to happen, and that came three days from Hawaii."

Dorado raced across the Pacific in a professional manner, the crew adjusting sails constantly and pushing her hard. Only the occasional glass of wine and the daily commitment to taking celestial navigation sights drew thoughts of her past.

The thought of an overall win was left to the gods for the first nine days of the race but when winning came into focus, sleep was not an option. In the last 36 hours, *Dorado* went for a shift, separating from her class. The team clung to a 15-minute lead in class and if the shift didn't come, they would lose the top group.

"We saw a hint of the shift and decided to gybe," says Wachowicz. As the sun rose that final morning and the position reports came up on the computer, *Dorado* had added seven miles to their lead and not only locked in their class win, but a miraculous overall victory. "I can't describe to you that moment, at 9am," says Wachowicz. "We pulled off that gybe in perfect fashion. I still get emotional thinking about it."

What now is labelled as "Matt's Crazy Idea", Brooks' ambition to race *Dorado* in all the great ocean races her day is much more than an idea – it's a movement. After one Bermuda Race and a Transpac, the boat is on the US East Coast preparing for the 2014 Bermuda Race. The Rolex Middle Sea Race in Europe is next; hopefully, the 2015 Fastnet and a transatlantic race.

Wachowicz says the team is not resting on their laurels and continues to develop sails and sailing techniques. "Historically the Bermuda Race is read not our strength," says Wachowicz. "One grand current is the Gulf Stream and that can compensate."

The clear decision-making in the Transpac highlighted the team's strengths in navigation. Brooks has high hopes for his second race down to Bermuda's Onion Patch. "Rod and Olin did the Bermuda Race twice, in part because they weren't satisfied with their performance the first time," says Brooks, "and the same is true for us. The last Bermuda Race was our first ocean race on *Dorado* after the refit, and while the boat and crew performed extremely well, all of the modern electronics failed. We want a chance to show what the boat can do with everything in proper working order."

Dorado's legendary Transpac win last year not only led the *New York Times* sports page, but was the most viewed sports story on its website for two days. The same headline was inked 77 years before in papers across the country. Though the future for *Dorado* is bright, the passion for ocean racing aboard a boat with so much history is possibly the greatest take away from "Matt's Crazy Idea".

In Chewonski's heartfelt letter of gratitude to Matt Brooks and *Dorado's* crew, he sums up the value of an experience: "Without crazy visionary projects, nothing in this world would amount to much. At some level, this is the most fundamental aspect or facet of *Dorado* and what she can teach us, which is that a visionary project combined with the hard work to see it through, and a little luck, can change history."

For all the latest news, blogs, history, pictures and videos of *Dorado*, go to dorade.org

Key race dates in 2014 and 2015



49th Newport Bermuda Race, 20 June 2014

More than 150 boats compete in five classes, starting from the Castle Hill Lighthouse near Newport, Rhode Island, and racing down a 635nm stretch of the Atlantic to the finish in Bermuda.



36th Les Volles de Saint-Tropez, 27 September 2014

Team *Dorado* is planning to compete in the traditional end-of-season showdown in the glistening Mediterranean waters off the French Riviera. Expect some fireworks as more than 300 classic and modern boats compete for honours.



45th Rolex Fastnet 2015, 16 August 2015

Dorado scored back-to-back victories in this biannual race in 1931 and 1933, so Brooks' team have something to live up to! Run over a 608nm course from Cowes to the Fastnet Rock, via the Scilly Isles, then back to Plymouth.



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Z 18 Quixie (M. Giles, 1928), by Thierry de Tourdonnet (France)

A bedraggled dinghy sailor

My family has a summer house at Grimaud on the northern shore of the Gulf of Saint-Tropez. From there, we can look across the Gulf to see the 100+ ft. motor yachts of Saint-Tropez leave each day around one o'clock to complete the 10 mile journey to the Pampelonne Beach to the west where their occupants will embark in their tenders and head for one of the beach restaurants there to spend the rest of the afternoon.

In the same spirit, but altogether on another scale, we would watch with curiosity as a small sloop would leave Saint-Tropez about twice a week at about the same time as the big motor yachts, cross to the northern shore of the Gulf and then tie up at the dock of our private beach restaurant club for lunch. Unlike the impeccably outfitted occupants of the motor yachts, usually accompanied by stunningly beautiful women, the skipper of the small sailboat would arrive alone, barefoot, clad in bathing suit, T-shirt and baseball cap – in short, somewhat bedraggled.

Finding myself on the dock one day as he was about to return, I started a conversation with him, asking him about his very sporty dinghy. He replied and then went on to tell me about his other boat, a 1935 wooden racing sloop he was re-building in his garden at Saint-Tropez. When he asked me if I had ever heard about the International Rule to which his boat was designed, our conversation began to accelerate as I acknowledged not only knowing the Rule but also recounted that my family had had a Six Metre on the Lac Léman from the 1940's to the early 1970's.

When I mentioned her name, *Quixie*, he said that he knew about her. By now, we were both incredulous at the coincidence of our meeting.

Two days later, he returned to the restaurant with a summary history of *Quixie*, derived from his records as one of the historians of the Six Metre class.

This led to my recounting the story of *Quixie*'s wonderful years with my family – and also her quite colourful early years.

Plongeon

It starts with my maternal grandparents, Jean-Baptiste and Marguérite Mougénot. In French, Titou is a typical contraction of Jean-Baptiste, but - since he wasn't very tall - he was called P'titou (small Titou).

He worked his way up through the textile industry in the Vosges region in the northeast of France in the beginning of the 20th c., eventually setting up his own factory.

For their day, my maternal grandparents were remarkably athletic, both loving to sail and ski.

With the advent of WWII, my grandfather was called into military service and was killed in the first days of the hostilities. My grandmother, whose previous responsibilities had been limited to raising her five children, had no choice but to assume the management of the factory. She blossomed in her new role, husbanding its resources during the war and then participating in the economic boom of the post-war years.

Both of her daughters, my mother and my aunt, married into two other textile families, both in the city of Saint-Etienne, 150 km. southwest of Geneva. To permit both branches of the growing family to continue the tradition of sailing and skiing together, my grandmother bought a house, Plongeon, at Perroy on the Lac Léman, exactly halfway between the two factories. It was a magnificent house, the focal point of innumerable memories for every member of the family. It was later purchased by the Baron Bich of America's Cup fame.

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La Mutine

Each of my grandmother's five children the 12 or thirteen families.

We also had, *La Mutine*, a former commercial transport vessel converted to a schooner rig, which we used when needing to carry the full family on outings.

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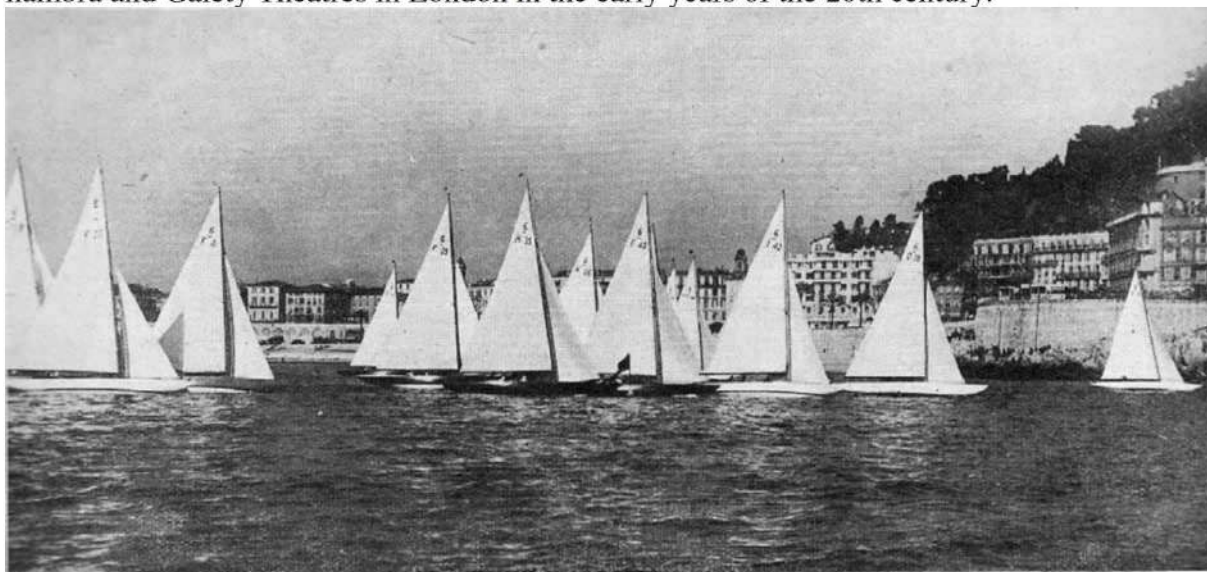
*Quixie and Sonia on the French Mediterranean circuit*¹

1 see Basil Carmody, *1930: the heyday of Sixes*, (April 2007) at http://www.classic6mr.org/3_biblio-

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Quixie was commissioned in 1928 by a 22 year-old wealthy Englishman, Loel Guinness. The previous year, he had married the 19 year-old Joan Barbara Yarde-Buller who was the daughter of John Reginald Lopes Yarde-Buller, 3rd Baron Churston, MVO, OBE and Jessie Smither, better known under her stage name of Denise Orme. She was an English music hall singer, actress and musician who appeared regularly at the Alhambra and Gaiety Theatres in London in the early years of the 20th century.



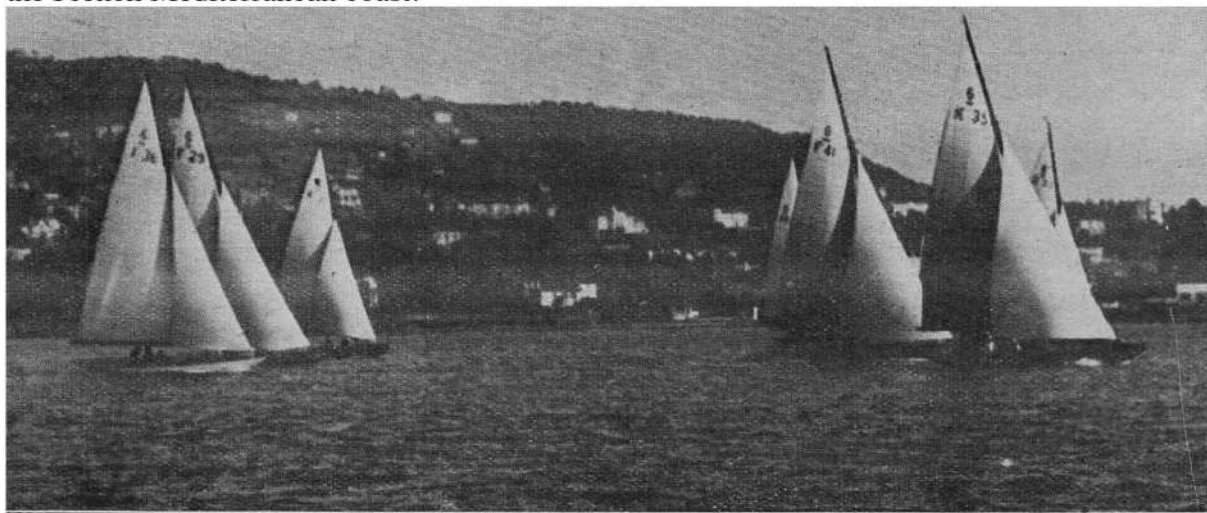
Aux régates internationales de Nice. — Un départ des 6 mètres.

(Photo Ch. Cres)

K 35 *Quixie* with the dark hull at a start at Nice in 1930

(photo courtesy of the Musée National de la Marine: from *Le Yacht*, n° 2.452 - p. 162)

For the next three years, Loel and Joan Guinness participated in the very active 6mR winter racing circuit on the French Mediterranean coast.



Les 6 mètres aux régates organisées, à Cannes, en l'honneur de S. M. le Roi de Danemark.

(Photos

K 35 *Quixie* leading the fleet at Cannes in February 1930

(photo courtesy of the Musée National de la Marine: from *Le Yacht*, p. 91)

The French Mediterranean circuit started at San Remo in Italy in February and progressed west ending at Marseilles in May. It was followed by the season at Arcachon and San Sebastián on the Bay of Biscay in August and finally a fall season at Deauville, Trouville and Le Havre in Normandy, ending in October with a few races at the birthplace of international 6mR racing at Meulan on the Seine.

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Les régates de Cannes. — Un départ des 6 mètres, en groupe imposant.

A start of the full Six Metre fleet at Cannes in 1930

(photo courtesy of the Musée National de la Marine: from *Le Yacht*, n° 2.455 - p. 198)

The boats would race three or four times a week. Each boat had its paid crew, so the owner was only involved in the race itself, leaving him free for the festivities of the evening.



Les régates de Cannes. — Les 6 mètres avant le virage du but de la Bocca.

Sixes rounding a leeward buoy at Cannes in 1930

(photo courtesy of the Musée National de la Marine: from *Le Yacht*, n° 2.455 - p. 199)

Each of the Guinness' had their own Six, he having given her the 1927 K 31 *Sonia*, ex Jack which had been commissioned by Hermann de Pasquier. Both *Quixie* and *Sonia* had been designed by the British architect Morgan Giles and built by the Cannes based shipyard of Atilio Chiesa.

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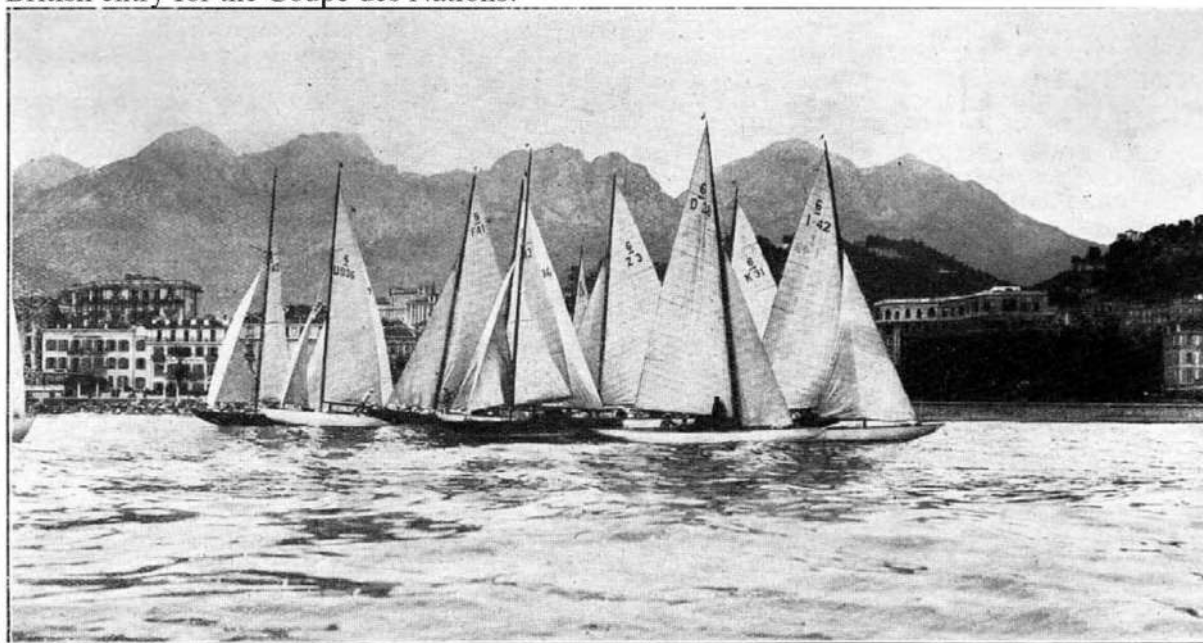
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F 31 Sonia trailing the fleet at Deauville in 1927

(photo courtesy of the Deauville Yacht Club)

One of the races on the Mediterranean circuit was the Coupe des Nations which ran for a week at Cannes in late March. It was comprised of two boat teams from various nations. In 1930, *Sonia* and *Quixie* were the British entry for the Coupe des Nations.



Les régates de Menton. — Un départ des 6 mètres par mer un peu houleuse et brise presque nulle. (Photo Ch. Cres)

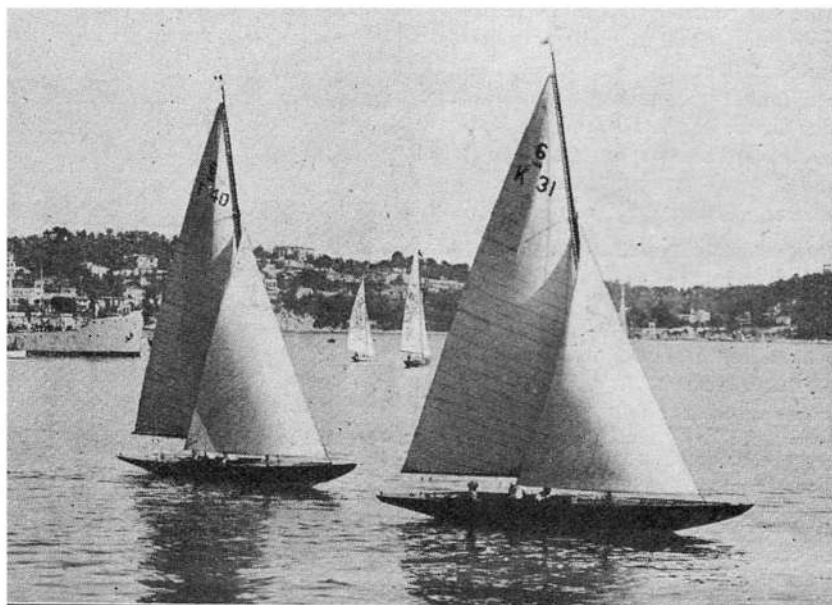
K 31 Sonia at Menton in 1930

(photo courtesy of the Musée National de la Marine: from *Le Yacht*, p. 119)

It turns out that Mrs. Guinness was superior to her husband, beating him five out of seven times in late March and early April.

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Les 6 mètres *Sonia* (K-31) et *Rosita-II* (F-10) en régate. (Photo Ch. Cr

K 31 *Sonia* at Antibes / Juan-les-Pins in March 1930, with Mrs Guinness presumably at the helm

(photo courtesy of the Musée National de la Marine: from *Le Yacht*, n° 2.453 - p. 177)

Mrs Guinness²

The facts suggest that Mrs Guinness had a roving eye. For example, in 1930, she already had an ambiguous co-ownership with the Count J. de Polignac of the 1927 Pierre Arbaut & A. Godinet designed F 14 *Colibri* (now E 22). Six years later, she left Guinness to marry Prince Aly Khan, the eldest son of the Aga Khan III. (Aly later married the actress Rita Hayworth.) Following a third marriage, she died in 1997 as the Dowager Viscountess Camrose.



Mrs Guinness and her mother Denise Orme

(photos copied from the GeneaNet and Geneall Web sites: <http://gw1.geneanet.org/garric?lang=fr;p=joan+barbara;n=yarde+buller> & http://www.geneall.net/U/per_page.php?id=77822)

Mr Guinness³

Mr Guinness was born with a proverbial silver spoon in his mouth, but he developed into a highly decorated military hero, Member of Parliament for Bath (1931–1945), business magnate and especially a philanthropist. He was descended from Samuel Guinness, a Dublin goldsmith (1727–1795) and the younger brother of the Guinness brewery's founder Arthur Guinness.

In addition to his love of sailing, he was a pioneer aviator. In 1929, after taking flying lessons, he became one of the first private citizens in England to own an airplane.

2 Most of the biographical information about Mr & Mrs Guinness comes from Wikipedia.

3 Group Captain Thomas Loel Evelyn Bulkeley Guinness OBE (9 June 1906 – 31 December 1988)

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Having been educated at Royal Military College, Sandhurst, he gained the rank of Lieutenant in the service of the Irish Guards. He combined his love of aviation with his military education, joining the Royal Auxiliary Air Force where he rose to the rank of Group Captain.

When World War II broke out, he went on active duty with the Royal Air Force. In 1940, he flew as a fighter pilot in the Battle of Britain, famously buying a petrol station near his aerodrome when his driving was restricted by rationing. In 1944, he became commander of a wing of the Second Tactical Air Force and by the war's end he had been mentioned in despatches five times.⁴ He was invested as an Officer of the Order of the British Empire in 1942. The Netherlands made him a commander of the Order of Orange Nassau and France made him an officer of the Legion of Honor and awarded him a Croix de Guerre.

He later served as president of Air Work Ltd., an aircraft-parts supplier, and of British United Airways.



Loel Guinness

(photo courtesy of the Kapla Group)

The Loel Guinness Foundation and the Kapla Group

The Loel Guinness Foundation, created in 1992, encouraged researchers with an interest in using advanced technology to solve complex technical problems that, in the short-term, led to world records, but had the long-term objective of leading to wide-ranging benefits. The Foundation supported exceptional individuals with original ideas including mountaineers, explorers, engineers, astronauts, doctors and linguists. Loel Guinness's interest in exploration had been piqued by his grandfather's gesture of purchasing *Calypso*, the vessel used by Jacques-Yves Cousteau in his pioneering underwater exploration. After inheriting *Calypso*, Loel Guinness donated it to the Cousteau Foundation in 2006.

Projects supported and world records achieved through the Foundation's funding included:

- Sky Dive from Space.
- Ascent and Paragliding world records at Mt McKinley (Alaska), Mt Cho Oyo (Tibet) and Namibia.

⁴ A "despatch" is an official report written by a superior officer and sent to the high command, in which is described a soldier's gallant or meritorious action in the face of the enemy.

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- International Aviation Solar Sail Research Project.

His grandson, Loel Guinness, has created the Kalpa Group which, among other activities, continues the work of the foundation.

The “Sky Dive from Space” project adds another remote note of intrigue, exoticism and actuality to Quixie’s story.

The person who was to perform the sky dive was a Charles “Nish” Bruce, a former member of the elite British SAS commandos.⁵ Encountering danger and the horrible deaths of colleagues, he served in the Falklands and in Ulster, for which he was awarded the Queen’s Gallantry medal.

He was later a member of the renowned Red Devils skydiving team.



Like many former SAS members, he experienced psychological problems after leaving the service, to the point that, in 1994, he nearly succeeded in murdering his American girlfriend, Anna, in France.

It was he who was to perform the Sky Dive from Space. At the time of his breakdown, he was in training with the Russian space agency to perform a dive of 32 km.

Eight years later, while riding as passenger, with his skydiving partner, Judith Haig, at the controls of their light aircraft, the plane’s wings began to ice requiring a fairly rapid landing. Without explanation, at 5000 feet, he jumped from the plane without a parachute, ending the Guinness Foundation project.

In October 2012, the great jump finally occurred as part of the Red Bull Stratos project where Felix Baumgartner parachuted from the stratosphere at 38.5 km

Quixie

Uffa Fox, the well known British dinghy racer, designer and yachting writer uses *Quixie* as an example in the chapter on Sixes in his first book:⁶

5 His autobiography was published under a pseudonym: Tom Read, *Freefall*, (Little Brown, 1998). He tells of his struggle to regain his sanity and take control of his life after his attempt to free-fall into the record books at the speed of sound found him tumbling into madness. The book is also a journey through his past, from the free-fall displays for Royalty, an attempt on Everest, the rigours of SAS selection and covert operations to psychotic breakdown, terrifying flights of paranoia and life in asylum at home and abroad

6 Uffa Fox, *Sailing, Seamanship and Yacht Construction* (London, 1934, pp. 201-202)

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QUIXIE

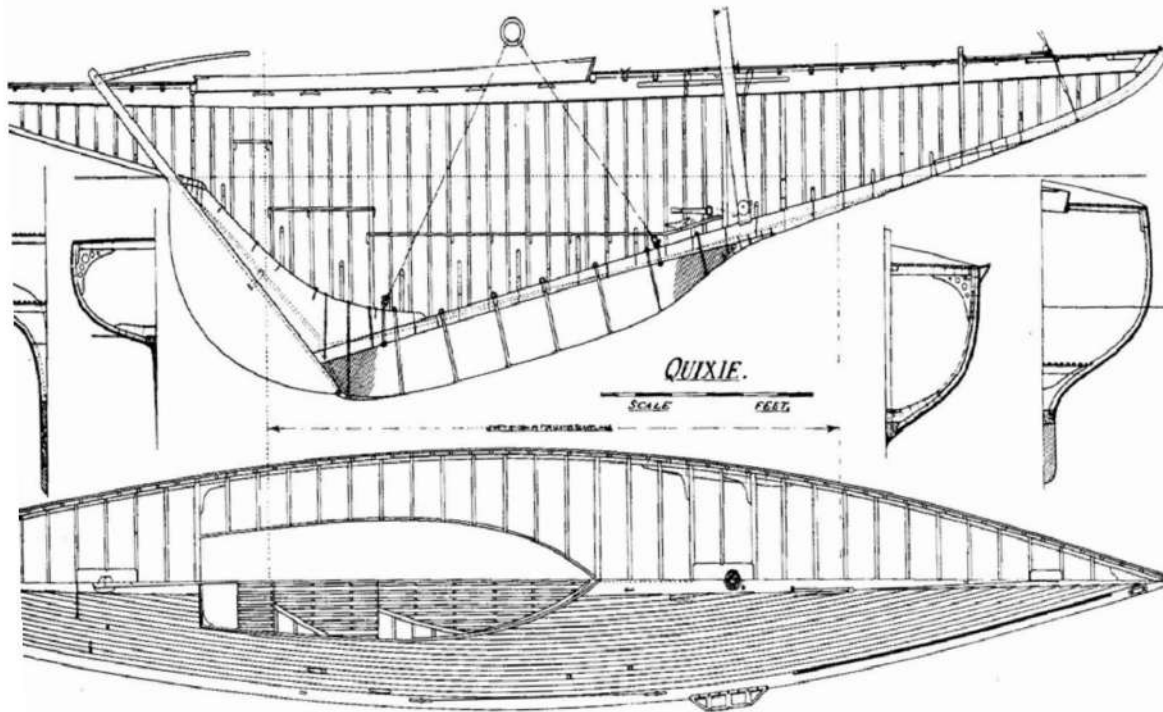
Length, overall - - - 35 ft. 0 in.
Beam - - - - 6 ft. 3 in.
Displacement - - - 3.15 tons

Length, water-line - - - 21 ft. 9 in.
Draught - - - - 5 ft. 0 in.
Sail area - - - - 500 sq. ft.

Designer, MORGAN GILES

Owner, BENJAMIN GUINNESS

The lines show the type of 6-metre likely to be suitable in the Mediterranean, for *Quixie* has been most successful out there, winning many prizes for her owner, and her short water-line (compared to Solent 6-metres) was chosen for and suited the warmer and lighter winds usually found farther south.



To me the latitude allowed in the lengths of the international classes seems wrong, for it leads to different boats being designed to different weather conditions, so that we in Britain have to design and build shorter and lighter 6-metres to be successful in the Baltic or Mediterranean where the winds are generally lighter, while people from those parts have to build boats especially for the stronger winds that prevail in our country.

For, looking back at the centenary of the Royal Swedish Yacht Club at Stockholm in 1930, with thirty or so 6-metres racing, I have a picture of the hard weather 6-metres slogging away hopelessly in light winds waiting for better weather, and they had two days out of one month's racing in which they could and did win handsomely. The international 14-footers illustrate what I mean, for being all one length and weight and having the same sail area there are no hard weather or light weather boats amongst them, and the same boat can and does win races in hard winds on the sea, and then wins in the calm sheltered waters of the upper Thames. And so it seems that if in the years to come length could be governed in the I.Y.R.U. classes it would be better for all concerned.

Quixie's lines show Morgan Giles' work, and give, as well as an example of his proved ability, the method of measuring the girth and girth difference amidships. The two black marks on either side of the water-line ending

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show the length taken at 1.5 per cent. of the rating above the water-line, and the girth at these two stations is shown in the sections. The I.Y.R.U. Rules will be found in the Y.R.A. book printed by Harrison & Sons, of St. Martin's Lane, London, in which book, besides the rating rules, are the rules under which yachts race practically all over the world.

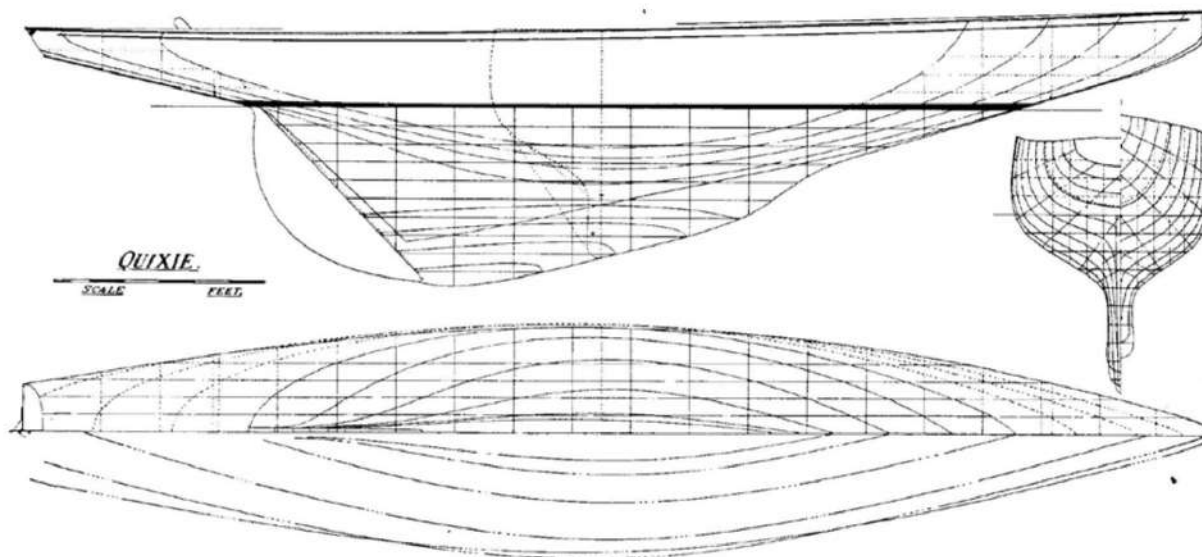
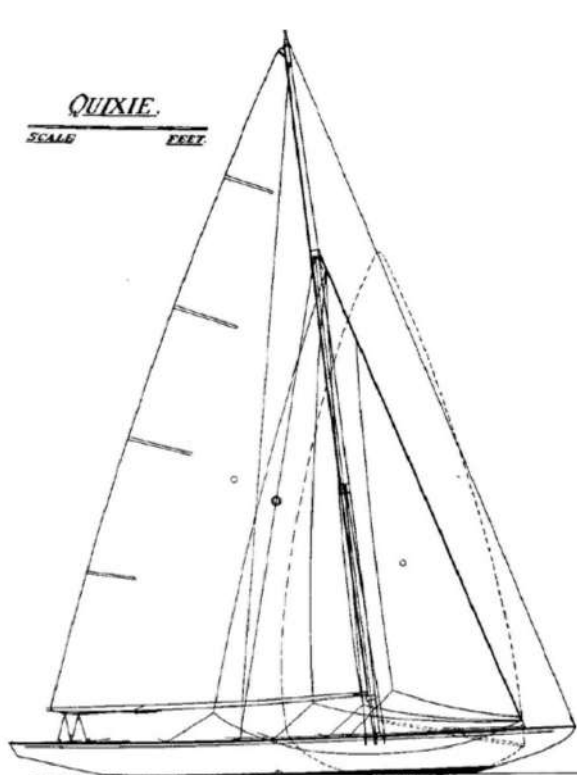
The sail plan shows the tall rig now used as compared with *Jonquil's*.

The construction plan shows the slings for hoisting, and almost every 6-metre is fitted with these for lifting on and off steamers, as 6-metres travel by steamer, train and heavy motor-wagon a great deal.

The dotted line for three-quarters of the water-line marks the length, which has to be constructed with the full-sized scantlings required by Lloyds, but the ends beyond this can be built with frames and timbers a little lighter. These construction plans give an idea of the work entailed in designing even such a small vessel as a 6-metre, for the weights of every piece of material must be worked out from the lead keel to the jib sheet cleats, otherwise she will not float to her designed water-line.

If too heavy she will be below her marks, and if too light she will float high, and if bow heavy her bow will float heavy and the stern light.

And to pass the rules she must float with her marks just kissing the water.



From 1928 to 1931, *Quixie* participated in the Coupe de Nice.

There were two other Sixes with the sail number K 35 during the period the Guinness's owned *Quixie*:

- the 1925 White Bros. design and build K 35 *Eloise*, later Q 8 *Venture* after she was converted to cruising,
- the 1927 Fife designed K 35, and then K 36, *Naushabah*, later *Bathsheba*, raced on the Mediterranean in 1930 by the Hamidullah Kahn, the Nabob of Bhopal, India.

Eloise was never on the Mediterranean and it is likely that *Naushabah* sailed there under K 36. Accordingly, when K 35 appears in a photograph of the period on the Mediterranean, it is likely *Quixie*.

The Noverraz brothers

In 1934, perhaps due to his growing political responsibilities as parliamentary private secretary to Sir Philip Sassoon, the Under Secretary for Air between 1931 and 1935, Guinness sold *Quixie* to the Swiss brothers Louis and Victor Noverraz.

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The former was one of the best 6mR helmsmen of the period. At the 1936 Olympics at Kiel, he sailed the Swiss Six Z 21 *Yilliam III*, tying for first place with the British and Norwegian boats. At the start of the Games, the Italian team had lodged a protest against his participation because of his having sailed professionally in the past for, among other people, Virginie Hériot, the best known woman sailor of the period and owner of five consecutive Sixes, *Petite Aile I, II, III, IV & V*. The protest was upheld and Noverraz was disqualified.⁷

In 1936, Victor Noverraz won the Semaine de Voile of the Lac Léman with *Quixie*.

Mario Rigaud

The following year, Mario Rigaud of Saint-Prex on the Lac Léman bought *Quixie*, finally selling her to my grandmother in 1953.

Quixie's final years with my family

For the next fifteen years, *Quixie* was part of our family. Children and grandchildren learned to sail on her.



7 cf. Pekka Barck & Tim Street, *The Six Metre*, (Litorale, Helsinki, 2008) PAGES ??????

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In fact, *Quixie* was the faster half of our family fleet.

By the end of the 1960's three events conspired to mark the end of *Quixie*:

- she was leaking more and more. After 40 years of service, she needed a major restoration.
- the children were growing up and the grandparents aging, leading to less and less use of her,
- with the arrival of fiberglass boats, the market for aging wooden boats collapsed. No one wanted to buy her.

We were psychologically unable to assist at her demise. She was put away in solitude.

(Incidentally, the bedraggled dinghy sailor mentioned at the beginning of this article was Basil Carmody, owner and rebuilder (in process) of G 24 *Michel Selig*, ex-*Joanna*. He helped with this article, as did also Tim Street, who knew that *Quixie*'s plans appeared in the Uffa Fox book.)

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For Sale:

Look at the national websites like
<http://www.6mrnorthamerica.com>

Classics

US 91 Enterprise, ex. L26 Vinnia and N 57 Vinnia
1935 Christian Jensen design built by Anker and Jensen at Soon Slip, Norway. Douglas Fir (Oregon Pine) planking over oak frames. Keelson replaced, new deck, newer suit of sails. See more of the work performed here; <http://sixmeter.blogspot.com>. Currently out of the water in Detroit, Michigan. Asking \$25,500. Contact Jeff DeSandre. (02/2014)

ITA 64 Ciocea II
1948 Sparkman & Stephens design originally built in Italy by Baglietto. Lines and performance very similar to Goose and Llanoria. Represented Italy in the 1952 Olympics. Requires full restoration, but once finished will be competitive at the highest level. Currently located at Boothbay Harbor, Maine. To learn more, go to Boothbay Harbor Shipyard. (10/2008)

KC 21 Junge (ex D40 KDY 1930, ex Amaryllis)
1930 Wedellsborg design, Nordbjaerg built. Rough condition. Located Ontario, Canada. The current owner, Woodwind Yachts, would prefer to do it for you. Call Ken Lavalette at (905) 986-9663. Lying Ontario, Canada.

KC 26 SIRA (ex D49 KITSITA II) (pictures added 02/7/11)
1935 Knud H. Reimers design for Baron C. Jael Brockdorff and built in Denmark by the Nordbjaerg yards. Honduras mahogany/white oak/Swedish steel with Burma teak and padouk decks and cuddy cabin. Rebuilt in '74-'75 by C&C Custom Yachts and thereafter maintained by Carlaw Custom Yachts. Beautiful tapered aluminum mast and boom by "Klaco" (triple spreader/jumper strut painted mast buff). Owned by Judi Kennedy since 1973 and currently "housed" east of Toronto, ON. Sira is in good condition but could use some work. Judi has the original line drawings. Call Judi Kennedy at 905-342-2691. (Updated 01/2011)

US 21 Madcap
1924 Frederic Hoyt designed, Henry B. Nevins built. Arguably the most original of the existing US fleet. Excellent condition and ready to go. She was fully restored at IYRS, with new rigging, new deck in 2008/2009. Full suit (6 sails) of new North sails. Ready to race in the NE Fleet in Newport for 2010. Mooring available. Contact Tom Fair.

Or the very well maintained Finnish website

<http://6mr.fi/index.php?k=22443>

6 Sinebrychhoff

ETUSMU MIKÄ ON 6MR? KILPAILUT JA TULOKSET VENEET FINSMÄ KUJVA LINKIT FOR SALE

FOR SALE

For sale

- 6mR FIN-52 Marianna for sale
- 6mR L-59
- 6mR GER-55 Aida
- 6mR FIN-72 Aia
- 6 mJC Belana Z 70
- 6mR FIN-60 Off Course
- 6mR FIN-3 Irma
- 6mR FIN-66 Bambi
- R5, S-6 Fågel Båb, Tore Holm 1937
- 6mR mast J mast
- 6mR FIN-65 Toogaloowoo V

Wanted

Jätis ilmoitus

LITY 6-MR-POSTITUSLISTALLE


Pysy ajanhemolä ja näiden harraili - saat tiedotteita ja kilpailutulos suoraa omiin sähköpostisi.

Sähköpostiosoite


LÄHETÄ

FOR SALE

6mR FIN-52 Marianna for sale
Marianna was built in 1934 for Swedish attorney Dan Sundén-Cullberg by Holms Yachtvarv in Gamla by and carried sail number S13. Her hull was built of Honduras mahogany with a varnished Oregon pine deck.




6mR L-59
Iris is in outstanding "A1" condition and ready to race. In 2000-2007 she was completely rebuilt at the famous Red Sky- yard in Kotka, virtually everything except her beautiful original hull planking is new. The lines drawn by Gustaf Estlander in 1929 are as beautiful as ever, her hardware comes from Harken and the extensive sail wardrobe from Meripuu.




6mR GER-59 Aida
Unfortunately we have to sell our 6mR Aida. Ex A11 VIKING, ex N62 RANI 2, ex D59 MORENA, ex D59 AJDA. Bjame Aas Design, built 1936 at Bjame Aas Boatyard, Fredrikstad, Norway.

6mR FIN-72 Aia
Price: 48 000 €
Contact: Kai Malmstrom +358500 942504
E-mail: kaimalmstrom@gmail.com



6 mJC Belana Z 70

UUSIMMAT KUVAT



RANKING 2014 (6.7.)

1. FIN-49 Sara af Hangö	51
2. FIN-36 JOY	45
3. FIN-38 Marianna	39
4. FIN-44 TOY	36
5. FIN-50 Alicaba II	30
6. FIN-51 May Be VI	33
7. FIN-61 Ronh II	28

Katso kaikki

Or in Facebook:

Jeff DeSandre
1798

Vinnia for sale!

I need to get serious about finding a new home for my boat. I'm going to lose my storage space soon. If you know anyone interested in Vinnia, let me know.

there are photos here: <http://sixmeter.blogspot.com/>



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Sixies for sale France :

ALEXANDRA - BEL 11

Knud Reimers 1943 - Corsier Boatyard. She is actually based in La Rochelle (West coast)

Her original name is Glana - ex Silène II (GBR 67 - ex St yves Z 30)

She used to sail in Lemman Lake and in Port Grimaud (near St Tropez) She had a huge restoration in 2003.

Photos : <http://www.6mr.fr/la-flotte-francaise/classique/alexandra/>

contact : fk@antipode-yachts.com

MANDRAGORE - F88

François Camatte 1939 - Bonnin Boatyard in Arcachon

She is actually based in La Trinité sur Mer

(ex-fou, ex-Dingo, ex-Kornog, ex-Tarawa)

She is in really good condition. It is a real opportunity for the next World Cup as she is already in La Trinité.

Photos and more infos (in french) : <http://www.6mr.fr/la-flotte-francaise/classique/mandragore>contact : [\[lodia@orange.fr\]\(mailto:lodia@orange.fr\)](mailto:pme-</p></div><div data-bbox=)

BIHANNIC - FRA 90

François Camatte 1948 - Chiesa boatyard in Cannes

She is based in Cannes and is in good condition even if there is still some work to do.

Photos and more infos (in french) : <http://www.6mr.fr/la-flotte-francaise/classique/bihannic/>

contact : bihannic1948@gmail.com

ASTREE - FRA 69

Willy Lehmann - 1969 - Berlin

Ex G 63

one of the last classic

She is lying in Noirmoutier and is in full racing condition - New Mast - New Sails.

Good opportunity for the next World Cup (just one day sailing from La Trinité sur Mer.

Photos and infos :

<http://www.6mr.fr/la-flotte-francaise/classique/Astree/>

contact : claryo@orange.fr

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Nous apprenons avec beaucoup d'émotion que la famille Brunet-Moret se sépare de *Tara* après plus de 25 ans de navigation à son bord, le programme de navigation de la famille se dirigeant vers des unités plus petites et abordables pour de jeunes enfants.

Tara est un bateau qui à besoin d'une restauration pour naviguer sereinement mais est certainement un des plus beaux 6MJI classiques ayant conservé son mat en bois. Il participe chaque année depuis 25 ans aux rassemblements de Noirmoutier et a également participé à la coupe de l'Entente Cordiale de Bénodet, aux Voiles de Légendes de La Baule, aux Voiles Classiques de La Trinité. Il est actuellement basé à Noirmoutier au sec dans un chantier.



Historique : Nom : TARA Numéro de voile: F20 construit en 1937, chantier Abrahamson et plans Reimers Coque bordée acajou Certificat de jauge validé en 2008

Tara est cédé pour **15 000 €**

Voiles North GV 2009, medium et léger 2006, voiles de régates exclusivement Voiles X GV, génois et spi 1999 accastillage dont 2 winch Andersen 2006 pompe de cale sur batterie

travaux réalisés : renforcement de l'environnement du mat en 2009 Nouveau safran en 2005 Nouveau mat bois en 2003 pont en teck sur le CP en 1999 nouveaux barreaux, pont en CP, et nouvelle voûte en 1996 pli de bois moulé sur la coque en 1998 membrures aciers remplacées par du bois moulé en 1993

Vous pouvez contacter la famille en passant par nous !