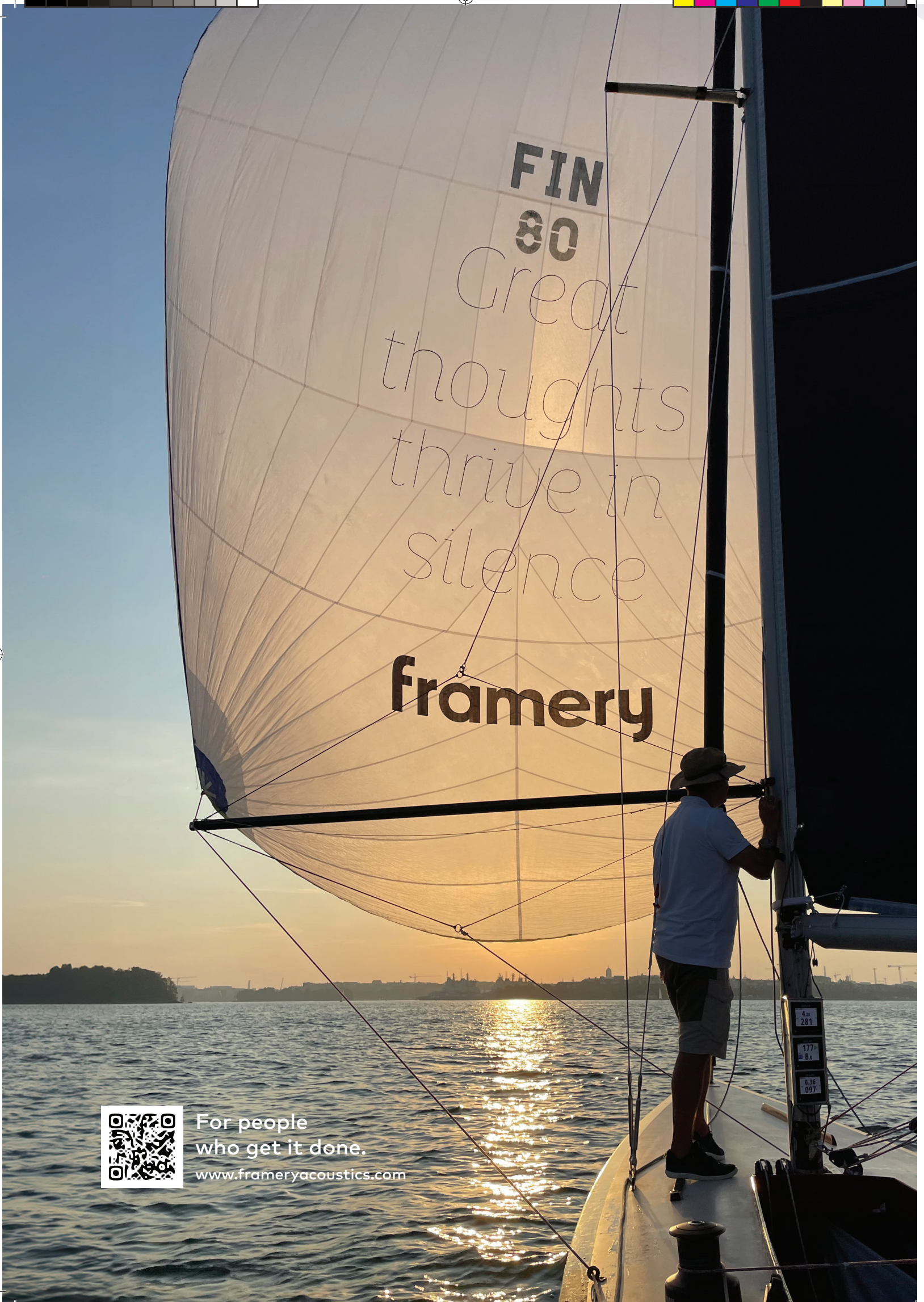




SIX

THE MAGAZINE
OF THE INTERNATIONAL
SIX METRE ASSOCIATION





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Editor: Fiona Brown. Design and layout: Antti Kaarto



AHOY,

esteemed members of
the sailing community!



It is with great pleasure and a sense of anticipation that I announce the launch of 'SIX', a magazine devoted to the extraordinary world of International Six Metre Class yachts. As the President of the Class, I extend a warm welcome to all sailors, enthusiasts, and those who appreciate the craftsmanship and tradition that define these exceptional vessels.

Charting the Course of Excellence:

'SIX' embarks on a mission to chronicle the rich history and evolution of Six Metre Class boats. From the inception of the International Rule to the contemporary designs, this magazine is a testament to the enduring legacy and timeless allure of our beloved Sixes.

Regattas in the Spotlight:

Within the pages of 'SIX', you will find in-depth coverage of the most prestigious Six Metre Class regattas. Our aim is to not only celebrate the skill and dedication of the participating sailors but also to highlight the camaraderie and sportsmanship that define these events.

In Conversation with Sailors:


Exclusive interviews with renowned sailors who have left an indelible mark on the Six Metre Class community await you. Gain insights into their experiences, challenges, and unwavering passion for sailing these exceptional vessels. Their stories will serve as an inspiration to all who share a love for the sea and the art of Yachting.

Navigating Design Frontiers:

'SIX' sneaks into the intricacies of design trends that shape the current landscape of Six Metre Class yachts. From classic craftsmanship to cutting-edge technologies, we explore the innovations driving the evolution of these sleek and stylish sailboats.

Fostering Community Spirit:

At the heart of our magazine is a celebration of the vibrant community that surrounds Six Metre Class boats. 'SIX' serves as a platform to connect with fellow sailors, fostering a sense of unity and shared passion for the sea. Together, we strengthen the bonds that make our Class truly exceptional.







Gratitude and Fair Winds:

As we launch the inaugural issue of 'SIX', I express my sincere gratitude to Ossi Pajja, Fiona Brown, Helena Paz, Tim Russell and Antti Kaarto for their unwavering support. Not to forget Beat Furrer, who issued, almost single handedly, the ISMA Magazine until 2015! This magazine is a tribute to your dedication and love for the Six Metre Class, and I am confident it will become a cherished companion for sailors around the world.

Setting Sail with 'SIX':

Whether you are a seasoned sailor, a newcomer to the Six Metre Class, or simply someone who appreciates the elegance of these boats, I invite you to set sail with 'SIX'. May fair winds and following seas accompany you on this journey through the pages of our new maritime endeavor.

Set your course with 'SIX' and let the adventure unfold!

Sincerely,

Louis Heckly
Dix-Août - FRA111
FUN - FRA11
ISMA President

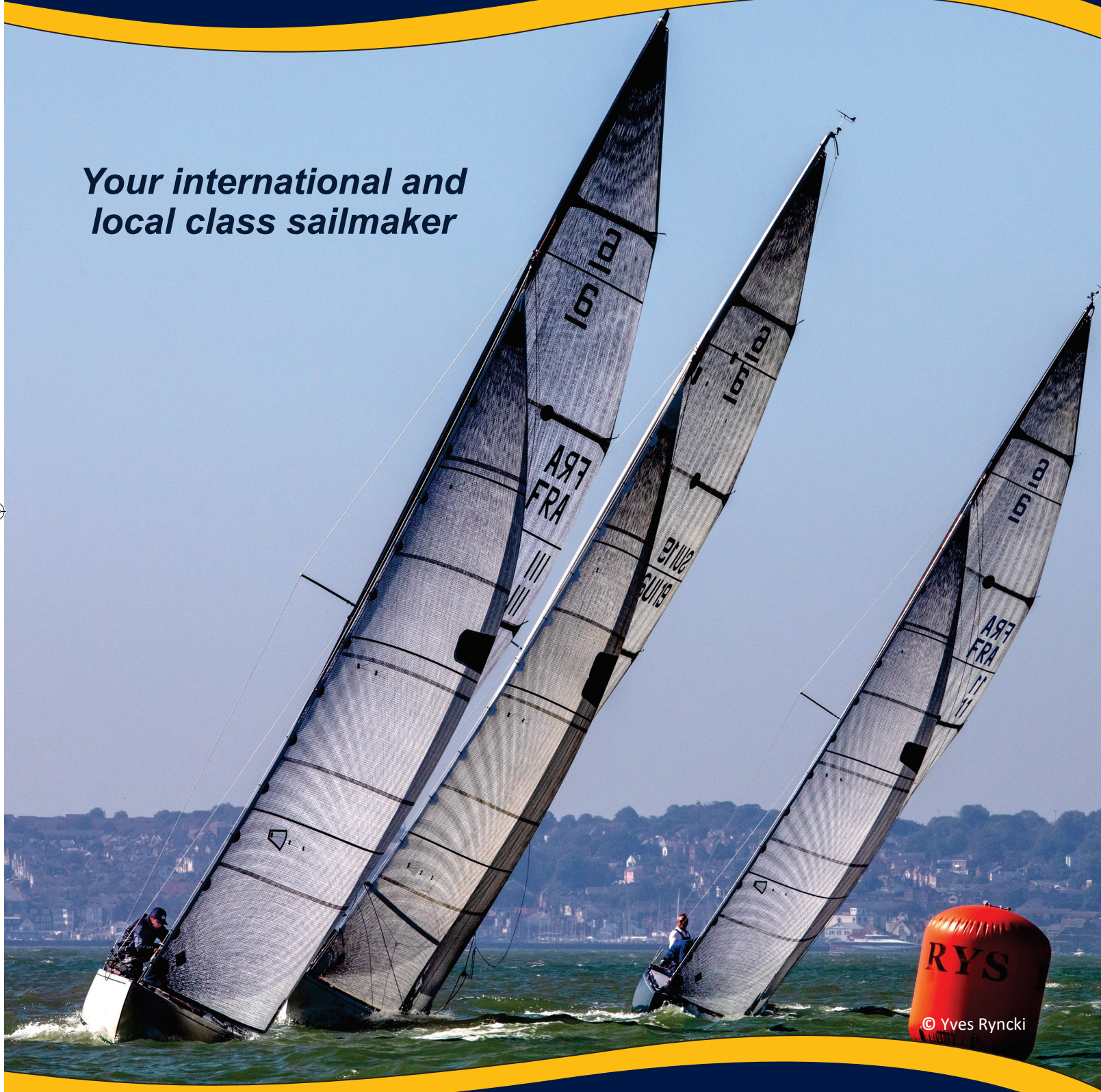






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CURRENT ISMA CHAMPIONS

	Trophy	Boat	Owner/Skipper
World Championship 2023			
Open Division	The Six Metre World Cup	Scoundrel	Jamie Hilton
Classic Division	The Djinn Trophy	Bribon	HM King Juan Carlos of Spain
Corinthian Open Division	Trophy Pierre-Paul Heckly	Junior	Phillipe Durr & Rainer Muller
Corinthian Classic Division	The Corinthian Classic Division Trophy	MayBe VI	Patrick Sandman
Highest placed boat built to the First or Second rule retaining its original underwater configuration	The KSSS Cup	Sioma	Fenton Burgin
Highest placed classic rated using Appendix A	The Tim Street Perpetual Trophy	Sioma	Fenton Burgin
Highest placed with crew member under 25	The IYRS Astor Cup	Silvervingen	Simon Williams
Highest placed woman helm or crew	The Lucie Trophy	Stella	Violeta Alvarez
Highest placed boat among those first constructed and certificated as a Six Metre between 1966 and 6 September 1979 inclusive, which have had no alteration to their underwater shape other than permitted modifications to the rudder	Nelson Trophy		No entrants
Highest placed First Rule	Merula Trophy		No entrants
Highest placed Classic yacht sailing with wooden spars and white working sails	Robbe and Berking Trophy		No entrants
Practice Race - Open division	Shipshape Trophy	Sophie II	Hugo Stenbeck
Practice Race - Classic division	Maharajah of Djeezupuhr Trophy	Nirvana	Andy Postle
Outstanding contribution to the class	Jean-Pierre Otero Trophy		Mauricio Sanchez-Bella

European Championship 2022			
Open Division	Coppa Giovanelli Perpetual Trophy	Momo	Dieter Schoen
Classic Division	The President Woodrow Wilson Trophy	Bribon 500	Ross Macdonald
Highest placed boat built to the First or Second rule retaining its original underwater configuration	The August Ringvold Memorial Trophy		No entrants
Highest placed classic rated using Appendix A	The Tim Street Perpetual Trophy		No entrants
Highest placed boat with crew member under 25	The IYRS Astor Cup	Ginkgo Too	
Highest placed boat with woman helm or crew	The Lucie Trophy	Titia	Alicia Freire
Highest placed boat among those first constructed and certificated as a Six Metre between 1966 and 6 September 1979 inclusive, which have had no alteration to their underwater shape other than permitted modifications to the rudder	Nelson Trophy		No entrants
Highest placed First Rule	Merula Trophy		No entrants
Highest placed Classic yacht sailing with wooden spars and white working sails	Robbe and Berking Trophy		No entrants
Practice Race - Open division	Shipshape trophy	Battlecry	Jeremy Thorp
Practice Race - Classic division	Maharajah of Djeezupuhr Trophy	Lisbeth V	Ted Schauman

THANK YOU TIM RUSSELL

Photo: SailingShots by Maria Muiña

Tim Russell has played a vital role in the revival of the British Sixes and has been an officer of the class for over twenty years. Since 2014 he has been ISMA's Executive Secretary, a professional role he has developed to meet the ever-evolving needs of the class. After a decade in administrative charge Tim is stepping back from his role, although he will still be on hand to assist with technical queries and to support incoming Executive Secretary Helena Paz as she gets established in her new role. His involvement has been far reaching so we asked Tim to tell us his Six Metre story.

I have been sailing since childhood, starting with a very simple lugsail dinghy, and progressing through the International Cadets to various dinghies, then at university I was recruited as a Dragon crew. For much of my working life I was a serving Royal Navy officer, specialising in nuclear submarine propulsion, but between appointments at sea, I found opportunities for all sorts of sailing, and kept up my contacts with Dragons. My involvement with the Six Metres started when Tim Street and I, who had sailed Dragons together, were looking for another challenge. We toyed with the idea of a 5.5, but someone suggested we look at a Six. That led us to first borrowing, and then buying, Razzle-Dazzle. It was the start of the revival of Sixes in England.

After we sold Razzle-Dazzle, I stayed connected to the class, first as Honorary Treasurer of BISMA, and then as Honorary Treasurer of ISMA in 2006. I also found myself helping Tim Street, who was president between 2005 and 2010, in dealing with technical issues. That role lasted until the AGM of 2013 when Matt Brooks volunteered to take over as honorary treasurer.

But I was not to escape for long. By the 2014 AGM, it

was becoming clear that it was unreasonable to expect an honorary secretary to handle all the issues that required attention. BISMA submitted a proposal that ISMA should engage a paid secretary who would also act as Secretary to the Classic and Technical Committees and manage the day-to-day finances under the supervision of the elected Treasurer. The proposal was accepted.

At that same meeting Matt Brooks was elected president. I was already involved in secretarial matters, having helped Stefan O'Reilly-Hyland in correspondence with World Sailing about ISMA's qualifying numbers to be allowed to hold a World Championship. So, I suppose it was not surprising that I ended up as ISMA's first hired secretary.

Since those early days, the secretary's role has certainly changed. In the early days it centred round the once-a-year AGM, and the finances were fairly simple. I think one of the most significant changes was the introduction of the spring (or winter) meetings. Compared with the AGM, which is a short and closely structured event, the spring meetings allow members to have a much more relaxed and detailed debate. It

provides a valuable opportunity to meet socially and exchange ideas, without the pressures of a regatta at the same time. But summarising what can be a long and rambling discussion can be a challenge.

From the very start, we established that the secretary would, of necessity, attend all the championships, and that has led to a much closer involvement with event management. I've enabled the class to become much more closely involved in how the races are run, both in our input to the Notice of Race and the Sailing Instructions and, sometimes when the working language allows, by joining the race committee afloat. For the future, we are already working on formalising ISMA's relationship with the regatta organising authorities. We have also been able to exploit the event PR opportunities much more effectively.

Although the original brief was just to act as secretary to the technical committee, I have found myself getting increasingly involved with the detail of some of the technical issues that arise. But that is not really something to ask my successor to take on, and I suspect I may be involved in those discussions for a long time to come.



WELCOME HELENA PAZ!

Photo: SailingShots by Maria Muiña

Replacing Tim Russell as ISMA Executive Secretary is Helena Paz from Spain. For many in the International Six Metre fleet their first contact with Helena was as the Event Coordinator for the superb European and World Championships hosted by the Real Club Nautico Sanxenxo in 2021 and 2022. We asked Helena to tell us a little about her professional background, how she came to take on the ISMA Executive Secretary role and her thoughts as she comes into post.

I got involved with international race organisation by chance. I was studying my last year at university in Sweden, being a student was coming to an end and I had to start to look for a job.

I found out via the internet that Sanxenxo, which is very close to my hometown, was going to hold a World Championship for Vaurien & Cadet dinghies, so I sent them my CV in case they needed somebody who spoke English.

My idea was just to be there as a translator during the event, a short-time job to start with something, but they hired me for five months to work in their offices, since they were also hosting the start of the Volvo Ocean Race 2005-2006. There, I met the media guys of the Spanish team Movistar, who were looking for somebody to work with them, so I jumped in. It was actually what I studied for, since I have a Degree in Communications, and here I am now, after five Volvo Ocean Race campaigns, two Barcelona World

Races, one Vendée Globe and the Olympics in London.

The Six Metre events in Sanxenxo were the first time my position was not in the media team but as coordinator. I am grateful to the Real Club Náutico de Sanxenxo and my colleagues there, as well as to Varadero Comunicación, which was the media company from Vigo that hired me in 2005 and where I learned what sailing media was about.

I don't sail myself but I'm from a sailing family and my brothers and sister do, so when I joined the sailing world I knew what bow, stern, port and starboard were. Haha. Jokes apart, communications was and is my passion, and now working in the sailing world also is.

Taking on the role of ISMA Executive Secretary is an exciting new challenge for me because it is a position I have not done before, and I like the idea of being out of my comfort zone. It will be a challenge at the beginning, but I know I am going

to learn not only new things but also a lot, especially in terms of management. And last, but not least, I liked the spirit of the class and how the President Louis Heckly manages it and works.

Tim Russell has set the bar high. He has so much experience and knows the class, the boat, the sailors, the rules, the owners... (everything!) so well, that I feel a kind of vertigo taking the helm, but I am looking forward to the challenge. Initially, I would like to learn as much as possible and once I am confident in the essential elements of my role, I would like to bring new ideas to the table to make things as simple and efficient as possible for everybody.

I am delighted that Tim is already keeping me in the loop on everything. He is a wonderful mentor and is always kind to help me, so it is great to feel you have the support of your predecessor, and to know that he will be there if needed.



INTRODUCING THE ISMA EXECUTIVE TEAM

President



Louis Heckly

Louis came to Sixes through his father, the distinguished French yachtsman the late Pierre-Paul Heckly, from whom he inherited FRA 111 Dix Août. He has also inherited the title of Maharadjah of Djeezupuhr. Louis now lives in Switzerland, and has recently started campaigning FRA 11 Fun.

Vice Presidents



Racing / Peter Wealick

Peter is a past Commodore of the Royal Vancouver Yacht Club, and the owner of CAN 107 Max'Inux. With his wife Wendy he runs his own business Aboriginal Computer Solutions Ltd.



Marketing / Ossi Paija

Ossi has restored FIN 80 Astrée III which he has campaigned with considerable success. In the winter months Ossi is to be found ice yachting in the DN class. He is also the driving force behind the new SIX magazine.



Open Division / Violeta Alvarez

Relatively new to yacht racing, she has seen considerable success in the Open Division sailing ESP16 Stella, she has also campaigned GBR 57 Erica and GBR 52 Mena in the Classic Division. Violeta created the concept and drove the creation of the ISMA Archive (6metrearchive.org). Currently also secretary of the British fleet.



Classics / Tom Owen

Tom Owen is an experienced specialist in classic yacht restoration and wooden boatbuilding and runs Classic Yacht Restoration. He restored and now campaigns GBR 40 Valdai, while continuing his restoration work including a number of Sixes. Tom is the current Chair of the British International Six Metre Association.



Technical / Nicolas Berthoud

Nicolas (Canard) is a professional sail maker who runs Europ'sails. He is to be found sailing on a number of serious racing boats, not just in the Six Metre class.

Executive Secretary



Outgoing: Tim Russell (GBR)



Incoming: Helena Paz (ESP)





SANXENNO STEPS UP FOR 2024 EUROPEAN CHAMPIONSHIP



Author: Fiona Brown **Photo:** SailingShots by Maria Muiña

Very sadly the original host club for the 2024 European Championship had to withdraw its offer in late 2023. Faced with such short notice - typically major championships are two to three years in the planning - the ISMA Committee met to consider how the crisis could be resolved.

For many clubs annual programmes had already been finalised but, fortunately for ISMA, the team at the Real Club Nautico Sanxenxo (RCNS), on the beautiful Spanish Galician coast, came to the rescue and created space in their busy programme.

Having hosted the 2021 European and 2022 World Championships in spectacular style, the RCNS is well known to and much loved by the International Six Metre community. The club's facilities are superb and its location near the mouth of the Ria de Pontevedra means that it can offer both an open ocean race area and a more sheltered, but still full size, estuary race area.

Ashore the elegant clubhouse and regatta village take full advantage of the spectacular coastal scenery, while Galician hospitality is second to none with wonderful après sailing gatherings and a warm welcome for all.

The RCNS's superb race management and administration team, supported by the strong local Six Metre Fleet, has once again swung into action and will be ready to host our 2024 European Championship from 27 September to 5 October. ISMA is

extremely grateful to the RCNS for its ongoing support of the Six Metre Class and the class looks forward to once again visiting this beautiful part of the world.

The Notice of Race and Online Entry Form, together with additional supporting information are available on the event website at 6meuropeans2024.com and the RCNS can be contacted on info@rcnsanxenxo.com and +34 986 803 400.

For assistance with accommodation and logistics the club has once again partnered with Viajes Interrias who can be found at www.interrias.com, on email incoming@interrias.com or by contacting Esteban Recamán on +34 683 306 817.







THE CREATION OF A SIX METRE DOUBLE ACT



For the 2023 Six Metre World Championship in Cowes, renowned racing sailor Simon Williams took on the exciting and unusual challenge of restoring a pair of well-known Classic Six Metres to create an impressive two boat team. Despite no previous Six Metre experience Simon went on to claim Bronze Medal in the Classic Division. Below he shares an insight into this extraordinary project.

Author: Simon Williams

Photos: Tim@VertigoFilms and SailingShots by Maria Muiña

I have had a fascination with sailing, both the technical aspects and the practical, since I was young. I was a mathematician by inclination and loved the theory of sailing - lift versus drag and how it impacts a sailing boat. There is also the beauty of the reality - the quiet and calm on a sailboat and the efficiency of wind power. I have sailed very different boats over the years (from my first boat - a small wooden, of course, Oppy - to Melges 32s and Farr 40s). The Etchells was probably the boat that I enjoyed sailing the most - large competitive fleets in a boat that is small enough and technical enough to be a challenge.

I was attracted to the Six Metre Class because it's a competitive class with great sailors and especially in the classic fleet it provided a new challenge for me to take some of these wonderfully designed and beautiful boats,

restore them and get them sailing competitively.

I chose a two-boat program as an efficient process for working up to speed - we control all the variables and can work on getting up the learning curve efficiently. Clearly the competitive process of racing in a large fleet only comes from doing that - but we got a ton of learning (and a lot of fun) from running the 2-boats!

The first step was to choose the boats. I spent a lot of time talking to key people who were involved with these boats and identifying the best designers and boats that were available. We wanted boats that were well designed, had good lines and that we thought could potentially be fast enough to be competitive in the fleet - if we were going to put the work into the boats and the time into training, I wanted to believe that we had the potential to win! I don't mind doing renovation

and even restoration to the hulls - it felt that giving these wonderful boats a new lease of life was part of the "deal"!

We identified Abu, as designed and built by the great Johan Anker for himself, and which was a two-time Gold cup winner. Silvervingen came with a similar pedigree having been designed by Tore Holm but having been built on the eve of World War Two, had less of a racing record and so was always going to be less of a known quality on the race-track; but her lines are excellent and every analysis indicated that she should be fast. Both boats were absolutely beautiful - great aesthetics and very "easy on the eye"!

Then came the people and here the key is the team leader - we had a couple of swings at this and finally settled on Shirley [Robertson, OBE, double Olympic Gold Medallist] - she brought a huge amount to the programme - very organised, disciplined and thoughtful - and a lot of positive energy! She has a great perspective on what makes an effective team combined with a tremendous intellectual curiosity and work ethic.

The most rewarding, but also frustrating part of the process was working on the boats! We worked hard to bring in the very best designers and developed detail plans for each boat. We then identified a short list of builders, riggers and sailmakers,





interviewed all of them relentlessly and picked who we thought would do the best job!

Abu had been raced by her two previous owners but needed a lot of work to the hull - we tried to get the balance right between retaining as much of the original frame and planking as possible, while ensuring that she was stiff enough to be raced hard. Silvervingen's hull had been well done and required less basic boat-work.

Both hulls were strengthened with the addition of lightweight frames to support the rig tension from modern rigs - which we replaced and re-rigged. We re-worked the systems making each boat pretty much identical so that crews could hop from one boat to the other without missing a beat. The electronics were upgraded and linked to the RIB for real time analysis.

Despite careful planning, the work was frustrating - it took much longer than it should have to complete and was way more time intensive than it should have

been. And we had to change a number of the service providers mid-way; we just weren't getting what we needed! However, in the end, the finished products were worth the work - the boats performed magnificently (as expected) and look incredible!

Selecting the sailing teams for each boat took a lot of time and work - finding the right combination of people to train and race was tough - the right attitude, experience and contribution to an effective team dynamic was critical. We needed people who were prepared to work hard but were also fun to be around. We tried lots of individuals and even running into the Worlds, made a few last-minute changes. But we ended up with a really great group - both coaches and crews (and not to be overlooked, support teams - from cooks to riggers and boat repair teams!)

Looking back on the season we needed more time with competitive fleets to get up to speed and if we do this again, we will seek out a bigger and more

competitive fleet early in the season. We also should have focused on identifying a consistent helm for the b-boat - we had some really top-quality helmsmen to train with but changed too many times leading to less consistency than was ideal. I wanted this role to be a non-professional and finding someone who was good enough but also prepared to give up enough time was really hard. And most importantly we needed more time! We should have started a year or two earlier!

Sadly, I have a lot of other things on my plate for 2024 and don't have the time to commit to the Six program this year. These boats need to be sailed and so are available for charter - logically someone should take them both on for the season and replicate what we did last year! They are also available for sale, but if they don't sell then I am looking forward to having them back in 2025 for the Worlds in my US home waters of Long Island Sound!



I HAVE WON, I HAVE LOST' — Tore Holm 1896–1977

Author: Tapani Koskela Photo: Erik Lähtenmäki & SailingShots by Maria Muiña

To win a race, a good boat with good sailors on board may not be enough, and you may need something else. Sometimes it can be a small thing, like in 1927 when the Swedish team competed for the Scandinavian Gold Cup at Long Island, USA. In the first race the Swedes placed fifth which was not a good start in a race series where only first places counted.

'Then, as he quotes in 'I have won, I have lost', on the morning of Monday 26 September 1927 (the second race day), when **Tore Holm** and his comrades were having their breakfast, a six-year-old American young lady approached them. She had made a small copy of the trophy from a piece of tinfoil and handed it to the Swedes, saying her engaging words: "I have done a little Gold Cup, and I give it to you, because I would like you to win." — And so they did.

Sailing means racing

Tore Holm's career as a yacht designer, boatbuilder and sailor has earned him a place in the annals of sailing history. Growing up in a sailing and boatbuilding family, Tore got an early grounding in everything related to boats, boat handling and seamanship. He also learned that racing was an essential part of the activity, and this is what Tore's career as a sailor was focused on. The general idea of the art was summarised by him as follows: "Racing must not be a purpose of its own but a vehicle to bring out better construction, faster and more comfortable boats", he said in an interview in 1946.

Sailing yachts of his own design, Tore Holm was - among numerous other international events in the USA and Europe - awarded four Olympic medals, more than any other Swedish sailor ever. For decades Tore Holm was head of

his family boatyard, making the small town of Gamleby a household name for sailors around the world.

Altogether Holm designed thirty-eight Sixes during a period of thirty-eight years, but did he design any good boats? This is hard to answer objectively, because a sailors' skills contribute to the success of a yacht in races. However, good sailors are likely to choose good boats and, therefore, with some accuracy designer's skills can be assessed by looking at result lists alone.

The French One Ton Cup was raced in the Six Metre class from 1907 to 1919 and 1924 to 1962, and Holm entered the Cup for the first time in 1929, victoriously. Until 1962 the Cup was raced for in the class twenty-seven times, and fourteen times the winner was a Tore Holm design.

One Ton Cup victories per designer in 1929 – 1962.

Tore Holm	14
Olin Stephens	5
Bjarne Aas	4
Johan Anker	2
Arvid Laurin	1
David Boyd	1

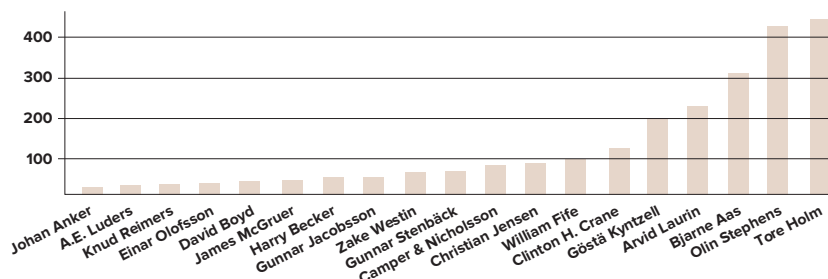
The score calculated for the ten best boats in the Six Metre World Cup regattas from 1999 to 2023 clearly indicates the superiority of **Olin Stephens** and Tore Holm designs, the latter being slightly

better. The score, of course, is a combination of the number of top sailors that chose the particular designer, and the standing of each yacht in final results. Good sailors probably chose the best boats.

Tore Holm's breakthrough in the Six Metre class took place in 1929 with his **Bissbi II**, which won the One Ton Cup in 1929 and 1930 as well as the Olympic Gold in 1932. The list of later successful designs includes such famous yachts as **Fridolin** in 1930 (World Cup silver 2009 and gold 2013), **May Be III** in 1935 (the Swiss Olympic boat **Ylliam III**), and **Fågel Blå** in 1937 (WC gold 2007).

After the Second World War Tore designed seven Sixes, the first being **May Be VI** in 1946. She became one of the most successful Nordic Six Metres of all time, winning the One Ton Cup four times during her first five years and the Scandinavian Gold Cup once, not to forget the World Cup 2023 where she finished in 1st place for the Corinthian trophy. His last designs were **Silène III** in 1950, a well-known winner of the Bol d'Or and other Swiss regattas as well as the 1983 Régates Royales in France, **May Be VIII** in 1954, which took the One Ton Cup three times in 1960–62, and **May Be IX** as late as 1960, known as a successful visitor to the One Ton Cup and numerous regattas on Swiss lakes.

World Cup Score 1999-2023





Legacy

Now, what has remained from Tore Holm's lifelong work? Firstly, many of us share the joy of sailing and maintaining yachts designed by Tore Holm or built at his boat-yard.

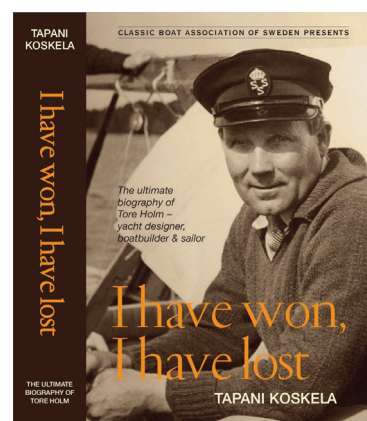
Secondly, I am sure his yachts also influenced our aesthetic eye and still do so. Sure, there were many who designed incredibly beautiful boats, but as new classes came out and as customer requirements changed, Tore's designs were often considered more beautiful than many others: *"... [lines] beautiful like in all Holm boats, nothing extreme in the construction, well-shaped bow and stern, no tendency towards a box"*, Till Rors magazine praised his first design in the new 5.5 metre class in 1951.

Thirdly, Tore's behaviour as a sailor is something that every yachtsman today should keep in their heart. To put it simply: to win a race one need not be aggressive; one can be friendly and sail in a fair-play spirit. During my own thirty-five-year career in the Six Metre class I have met many

great sailmates from whom I have learned a lot about sportsmanship which *"... begins where the rules end"* as **Phillips-Birt** phrased it in 1974. Tore Holm's personal story taught me equally important lessons: *"... not only a distinguished yacht designer and a helmsman, he is also a true gentleman of the sport of sailing, a sportsman with a record number of justified and yet unclaimed protests against others, compared to the number of trophy races he took part in. His modest being, his ability to interpret everything in the best way, his helpfulness to competitors have brought him countless friends both in Sweden and abroad,"* a Swedish magazine wrote on his 50th birthday. Tore Holm, if anyone, experienced the short duration of any success in sports. Despite everything, he remained unassuming and sensible. He died in poverty and forgotten by the public, yet faithful to the value of sailing as such. He always lived by the sea and even in his latest years he was always willing to

help yacht owners whenever they needed his advice e.g. in their re-rigging projects.

But what about the idea of better and faster boats: what is the point of racing with old yachts whose development curve has been horizontal for decades already and when no one expects any new inventions to be born in such a class? Probably we are developing friendships more than ships and keeping alive the sailing culture created by our heroes in the past. Perhaps this is enough.



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INTRODUCING

THE NEW INTERNATIONAL SIX METRE CLASS MEASUREMENT FORM FOR CERTIFICATE OF RATING

Author: David Chivers **Photo:** SailingShots by Maria Muiña

At the 2023 AGM in Cowes, it was agreed that the class would in future use the new spreadsheet measurement form and rating certificate as requested by ISMA and developed by Tom Owen (ISMA VP Classics).

To give a little background to the new form, we must look at the class rules and the problems that have occurred over time. Currently there is a worksheet in the class rules (page 30 & 31) and whilst this is useful on site when measuring a boat, it has errors which have been there for many years and that have never been corrected by World Sailing and its predecessors.

The class rating rule requires certificates to be issued by the World Sailing Member National Authority (MNA) where the boat is registered, not by an individual, once the MNA has been sent the measurement data by the measurer. The worksheet in the class rules has not been used as a certificate for a very long time, and in order to solve this issue various versions of rating forms and measurement certificates have been created over time. Some MNAs are well organised and have a Technical Department that can check the measurements and calculations sent by the measurer, and then issue a valid certificate. Many are much smaller organisations that do not have the

manpower or facilities required to issue rating certificates. Whilst the boats' MNA must be the first choice for certification, since the AGM in 2019 the class is now able to issue a rating certificate when the National Authority delegates their responsibility in writing to ISMA.

Rounding up is not permitted – the rule wording is clear. Tom has spent much of his time on this to ensure that calculations are correct and consistent. Metre boats are development boats, and many changes take place. Sadly, over time what has happened to boats and how they have been changed and updated gets lost. The new form provides an area for notes on page 4, in order to record any work done and any significant changes that have led to changes in the rating and therefore the need for an updated certificate.

To sum up; the new form provides all the data needed for a rating and a simple section for the Member National Authority (or ISMA) to endorse on page 1. By entering all the data required in the entry boxes (all the red text boxes) the calculations will be completed and ensure that any penalties are applied at the correct point. This will give a Final Rating. As mentioned above, the final page allows for a detailed record to be kept of significant changes to the boat and on page 1 there is also space for the measurer to enter details of the loadcell used when weighing and its latest calibration.

It is good to know that now we can go forward using this new form with consistency and accurate Ratings.

6		World Sailing
INTERNATIONAL SIX METRE CLASS		
Yacht's Name	Dolphin	
National Letters & Sail Number	IRL 333	Flot OPEN/CLASSIC
Designer	Keith Wood	Design Year 2024
Builder	Henry & Nelson, NYC	Build Year 2024
Owner	Brian O'Donnell	World Sailing Building Plaque no. (if built after 1 Jan 2010) none (or N/A)
RATING CERTIFICATION		
This yacht has been measured by the measure(s) noted below, who is/are approved by the yacht's Member National Authority (MNA) or by ISMA, to certify that it has been found to rate not more than 6.000.		
Dated (certification start date)	01/01/2024	
Measured by	Paul O'Connell	
On Behalf of MNA	Irish Sailing	
Valid until	31/12/2027	
Supersedes	01/01/2020	
Place & Time of Measurements	Kinsale 10:00	
Conditions at Flotation (sea, wind & temp)	2 knots light wind with flat water at 15°C	
SG (weight) points of Water at Flotation	1.000 kg/m³	
Any correction applied to flotation/freeboards due to conditions (see)	0	
Loadcell details/calibration	Synchro (model LMS/710), last calibration 30/7/2022	
Stamp of MNA (or ISMA):	MNA (or ISMA) signature:	

ISMA decided that more consistency was needed, and that the paperwork should be in a standard, universal format. Some individually created spreadsheet forms had problems with rounding. It is important that the class rules are followed so that all calculations are taken to three decimal places with any numbers beyond that disregarded (see M7. Measurement & Calculations).

THE WORK OF THE ISMA ARCHIVE

Researching the History of Six Metres in Switzerland

Author: Sophia Grael Photos: Sophia Grael/ISMA Archive

The Six Metre Archive was launched in 2019 as an online database with the mission to preserve historical and contemporary documents related to Six Metres around the world. It presents source material relating to all aspects of the Class and the community, including regatta results, photographs, boat certificates, and newspaper articles.

The majority of the material displayed by the Archive is collected through donations by individuals or families making contact through the website. The Archive also conducts field research to further develop the collection.

The 2024 Winter Meeting of the International Six Metre Class took place on February 16 and 17 at the Société Nautique de Genève. The Archive took advantage of this opportunity to travel around the Geneva area to undertake additional research. The idea behind this trip was to begin capturing really detailed

historic material relating to the history and development of Six Metre sailing in Switzerland.

I travelled a long way from Western Canada, and after a tiring journey, three flights, and a nine-hour jet lag, I reached Geneva. There, I was joined by Charlie Alexander, who came from the UK. We had our schedules full for the next three days, meeting people with knowledge of local Six Metre sailing and visiting museums and archives. Luckily, Geneva offered a warm week of blue skies that could make anyone forget that they were attending a Winter Meeting.

Our first visit was to the Musée du Léman in Nyon, a museum that focuses on the history of Lake Léman/Geneva. There, we were introduced to a wide array of documents that included information about Six Metres. Books, posters, design plans, and photographs across two separate buildings are just some of the

forms in which information was displayed. This visit provided rich evidence of the history of the Class and how embedded into the broader history of sailing it is. We also had the pleasure of meeting with Guy-Roland Perrin, the Swiss measurer, who has kindly given us access to his vast digital archive relating to Six Metres.

Bright and early the next morning we visited Corsier Port, a boatyard responsible for building almost 700 boats. We looked at various documents detailing the construction and sale of Six Metres built there between 1941 and 1962. This gave the boatyard an opportunity to cross reference information held by the Archive and, in turn, for us to amend several details on the Archive catalogue.

From the port we moved to the Société Nautique de Genève and spent considerable time looking through their archives.





We were given access to a meeting room and the Club's library and collection of Annual Reports. We also worked our way through over twenty binders filled with Six Metre related documentation. Once the paperwork has been completed giving us permission to use this material, we will begin the lengthy process of cataloguing and uploading it to the website.

Our trip also gave us an opportunity to appreciate physical artifacts, such as trophies and models. While we love working in the digital environment, it is also really great to sometimes see objects in real life. Part of the growth of the database is to constantly re-imagine the most effective ways of conveying the beauty of such objects in a digital space.

On Saturday, we also had the pleasure of participating in the ISMA meeting by delivering a presentation about the recent activity of the Archive, both on and behind the scenes of the website and social media accounts. We spoke of our mission to humanise the Archive through the addition of personal stories, photographs, and related documents. Another goal discussed is to expand

the international reach of the Archive's content by promoting material from different countries and in different languages. It left us feeling very hopeful about the continuing development of the Archive.

The Archive is extremely grateful to all of those who took time to meet with us, share documents and information, donate to the archive, and demonstrate their support and appreciation for our work. It was really valuable to meet boat owners, Six Metre enthusiasts, and specialists, to enhance our understanding of the Class.

But this field research was undertaken primarily to enrich the Archive through new documents and updated content. There is so much information spread throughout archives, museums, clubs, and libraries that we only scraped the surface of a rich history of the Class in Switzerland.

Three days of intensive research opened multiple doors for future investigation and demonstrated that this is only the beginning of a new journey to create the most compelling repository about Six Metres possible. This was the first of (hopefully!) many

trips to investigate the history of Six Metres around the world.

In my personal experience, one of the best things about going on this trip was to meet the rest of the Archive team in person for the first time. I had been working alongside them for around six months only ever seeing them over video. I also met many boat owners and put faces to the names that I see interacting with our social media daily. This experience allowed me to get closer to the Six Metre community and deepen my connection to the amazing work we perform.

To keep up with some of the Archive's activities, make sure to follow our Instagram and Facebook accounts. We are currently presenting a theme of "Six Metres Around the World," in which each month we explore the presence of the Class in a different country.

If you appreciate the work carried out by the Six Metre Archive, please consider contributing to the contents of the Archive by sharing any documents or providing a financial donation. With your support, we will be able to continue building and preserving a history of the Class for future generations to access!

THE SIX METRE OLYMPIC YEARS

Author: James Harris



The Six Metre Class appeared nine times in the Olympics between 1908 and 1952, more than any other Metre Class, showcasing technical developments in the first half of the century, which would contribute to the broader sailing world. The Olympics itself was a catalyst for production and trade of Sixes.

Delving into the Six Metre Archive and the history of Six Metre Olympic competition reveals a narrative enriched by the involvement of family crews—pairs or trios of relatives who competed together, adding a familial aspect to the Olympic spirit.

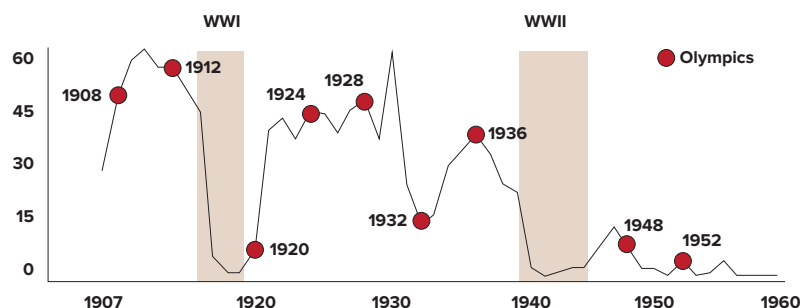
322 sailors are recorded as taking part in Six Metre Olympic competition. Alongside famous names like **Johan Anker, Tore Holm and Magnus Know**, there were lesser known Six Metre Olympians with sometimes surprising life stories. Among them are two renowned composers who vied against each other in the same year; the sole female sailor who, in an overwhelmingly male-dominated field, not only competed but also secured a medal; and the single remaining Six Metre Olympian still alive today.

Six Metre Production and Trade

After the International Rule was developed in 1907, and with the 1908 Olympics on the calendar, 77 Six Metres were launched in the first two years alone. This momentum continued after the Olympics, peaking at 60 boats in 1910. The First World War caused the greatest dip in production of any year. 44 Sixes were launched in 1914 and just six in 1915. The 1920 Olympics was a catalyst for production. Numbers reached a height of 59 in 1930. The chart illustrates how production peaks correspond with Olympic years, and how production rates rose following an Olympic year after

periods of economic downturn like the First World War and the Great Depression of the 1930s. Before the Second World War 73.5% of Olympic Sixes were built within two years of the Olympics. This suggests a high proportion were commissioned with Olympic competition in mind. The Olympics also played a substantial role in driving international trade in Six Metres. 39.5% of Olympic Sixes were not built in the country they represented.

Economic considerations post-war led to the development of the cheaper to build 5.5 Metre Class, which raced alongside the Sixes in 1952 and replaced them completely in 1956.



Six metre Production between 1907 and 1960.



Six Metre Olympians

Over 20 crews (almost one third) featured pairs or trios of relatives. Here is a selection of those alongside a few other remarkable individuals.

In 1908, father and son, **John and Wilfrid Leuchars** competed for Great Britain and the Huybrechts brothers won silver for Belgium. **Léon Huybrechts** made history in 1920 by becoming the sole competitor to race both First and Second Rule Sixes at the Olympics, and winning silver in both. He was also the first Six Metre Olympian to compete three times in three classes. He also won a gold in 1924 in the French National Monotype, designed especially for the 1924 Olympics by **Gaston Grenier**.

The **Thubé brothers** clinched gold for France in 1912, becoming the Olympics' first full family crew in the Six Metre Class in the Talma Bertrand designed Mac Miche.

In 1928 twin brothers **Giuliano and Massimo Oberti** sailed for Italy in the **Baglietto** Six Metre aptly named Twins II. Also, in 1928 **Luis Arana** crewed alongside his son **Javier** and nephew **Álvaro** for Spain. Luis had formerly played as a goalkeeper, winning the 1902 Copa de la Coronación with Club Bizcaya beating FC Barcelona. He was also Spanish golf champion, a status later reached by son Javier. Álvaro was killed during action in the Spanish Civil War in 1937.

Jim Thompson crewed under **Herman Whiton** in 1928 in Frieda designed by Crane and the first US entry into the Six Metre Olympic competition. Thompson is better known for revitalizing the Thai silk industries in the 1950s before going missing in 1967.

In 1936 husband and wife **Sven and Dagmar Salén** sailed May Be to a bronze medal for Sweden. Dagmar was the only woman to compete in the Six Metre event and the first Swedish female sailor to win a medal at the Olympics.

Sven Salén is often miscredited with inventing the genoa; the true innovator was **Raimondo Panario** who had fitted the Six Metre Cora IV for the Genoa winter regatta in 1926. Salén used it the following year to his advantage winning the Scandinavian Gold Cup. Salén was a musical composer, who notably composed for **Jussi Bjorling**.

The other musical Six Metre Olympian, who competed against Salén in 1936, was **Yves Marie Baudrier**, a French composer, known as a founder of the La Jeune France group of composers. Baudrier crewed on Qu'Importe designed by **Francois Camatte**. He may be the only Six Metre Olympian who also competed in a non-sailing Olympic event, taking part in the music competition at the 1948 Summer Olympics.

In 1936, **Janusz Rajmund Zalewski** became the first Polish

sailor to helm a Six Metre, the **Bjarne Aas**-designed Danuta, at the Berlin Olympics with his brother on the crew. His story is marked by tragedy, as he was killed in 1944 following the Warsaw uprising. His teammate **Józef Szajba** was killed the following year.

James Howden Hume and son **Douglas** finished fifth in 1948 sailing Johan. They were joined by brothers **Hamish and Bonar Hardie**. Fond tributes have recently been paid to Hamish Hardie who passed away in December 2023 at the age of 95.

Members of the successful Argentinian **Sieberger** family appeared in three Olympic games in the Six Metre Class including a trio at the 1948 games winning silver in Djinn. The Siebergers were instrumental in importing a fleet of Sixes into Argentina in the 1920s.

John Adams Morgan, grandson of US banker **J.P. Morgan**. John Morgan is the last surviving Six Metre Olympian. He crewed with **Herman Whiton** in 1952 winning gold on the **Olin Stephens** Llanoria.

Martin Hindorff made his record fourth Olympic appearance for Sweden in the Six Metre Class in May Be VII, pictured here at the 1952 Helsinki Olympics. Hindorff had won gold in 1932, a bronze in 1936 and 1948, and he came fourth in 1952 marking the end of one of the most remarkable Six Metre Olympic careers.



Designers

Gilbert Laws helmed his own design, Dormy, to gold in 1908, a feat replicated by **Johan Anker** with Norna in 1928 and by Tore Holm in 1932 on his Bissbi, winning all races, though competition was limited due to difficulties traveling to Los Angeles.

Gunnar Stenbäck, designer of ten Six metres, crewed under politician and legal scholar **Ernst Estlander** for Finland on the 1911 Finn II, designed by Stenbäck himself. Stenbäck's 1937 Raili competed in 1948 marking a long association with the Olympics. Ernst Estlander was brother to **Gustaf Estlander**, three of whose Sixes competed at the Olympics, once for Sweden and notably for the single entries by Estonia and Hungary, all in 1928.

Henri Copponex was at the helm of the 1940 **Tord Sundén** Ylliam VII. Copponex designed a single Six Metre, Star Dust, launched in 1945, but he was prolific in the 5.5 Metres, designing 30.

Olympic Six Metres in Numbers

68 Six Metres have competed (just over 5% of the total ever made).
37 designers and 35 builders.
45 individual races.
332 sailors.
20 countries represented.
8 Sixes competed at 2 Olympics.
29 medals shared among 27 Sixes and 13 countries.
The country with the most Sixes raced – Sweden (16, including all nine of its own entries, two for Switzerland and one each for CAN, EST, FIN, HUN, and NOR).
The country with the most Olympic exports – UK (10).
The most medals by country – Norway (3 gold, 3 silvers and a bronze).
The most entries by country of foreign built Sixes – Belgium (7).
The most Olympics attended in the Class – Sweden (all nine).
The most Olympics without winning a medal – Italy (5).
The most successful Olympic Six – Llanoria (two gold medals, both times helmed by Herman Whiton).
The most prolific designer (10) and builder (9) of Olympic Sixes – Bjarne Aas.
The designer raced by the most countries in the Olympics – Bjarne Aas (7).
Most medals won by Sixes of one designer – 4. Bjarne Aas (1 gold, 3 silver); Tore Holm (1 gold, 3 bronze).
Most golds won by Sixes of one designer – 2 (Johan Anker and Olin Stephens).
The designer raced by the most countries other than the designer's own – William Fife (4).
Two Sixes have represented foreign countries twice. The 1935 Baglietto Wiking for Argentina in 1936 and again in 1948 (renamed Morena); and the 1936 Bjarne Aas De Ruyter for the Netherlands in 1936 and again in 1948 (renamed La Bandera) for France.
The most Olympics by a Six sailor - Martin Hindorff for Sweden (4, winning gold in 1932, bronze in 1936 and 1948, and 4th place in 1952).
The longest gap between appearances – 20 years. Giovanni Leone Reggio (1928 and 1948).
The oldest Six Metre to compete at the Olympics – Djinn (14 years in 1952).





1908 London Olympics, Sailing at Ryde, Isle of Wight

● Great Britain / Dormy ● Belgium / Zut ● France / Guyoni

1912 Stockholm Olympics, Sailing at Nynäshamn

● France / Mac Miche ● Denmark / Nurdug II ● Sweden / Kerstin

1920 Antwerp Olympics, Sailing at Ostend.

First Rule

● Belgium / Edelweiß ● Norway / Marmi ● Norway / Stella

Second Rule

● Norway / Jo ● Belgium / Tan-Fe-Pah

1924 Paris Olympics, Sailing at Le Havre

● Norway / Elisabeth V ● Denmark / Bonzo ● Netherlands / Willem-Six

1928 Amsterdam Olympics, Sailing on the Zuiderzee

● Norway / Norna ● Denmark / Hi-Hi ● Estonia / Tutti V

1932 Los Angeles Olympics, Sailing on Los Angeles Harbour

● Sweden / Bissbi ● USA / Gallant ● Canada / Caprice

1936 Berlin Olympics, Sailing at Kiel

● Great Britain / Lalage ● Norway / Lully ● Sweden / May Be IV

1948 London Olympics, Sailing on Torbay

● USA / Llanoria ● Argentina / Djinn ● Sweden / Ali Baba II

1952 Helsinki Olympics, Sailing at Harmaja

● USA / Llanoria ● Norway / Elisabeth X ● Finland / Ralia

SUPPORT ISMA ARCHIVE

Submit your records or make a donation to the International Six Metre Archive.

We are really proud of everything we have achieved and we want to keep growing but, in order to keep up the momentum, we need your help. The site is free for all to use and we want to keep it that way, but we rely on

donations to keep us going. As with every project of this type it comes at a cost. The project is funded entirely through support from generous individuals and we would love you to join them.

<https://6metrearchive.org/>

SailingShots by Maria Muiña





CAMPAIGNING SCOUNDREL, OR HOW TO COMPETE IN THE SIX METRE CLASS ON A 'TIGHT' BUDGET

Author: Jamie Hilton Photo: SailingShots by Maria Muñia



I was asked by the leadership of the Six Metre Class to give a short overview of how we were able to campaign Scoundrel in 2023 on a relatively modest budget. Let's first stipulate that what one person might consider modest, another may have a different opinion of the very same fact set. That said, I believe we were able to campaign Scoundrel in 2023 on what many would consider a fairly modest budget.

To begin with I was very fortunate to be able to charter Scoundrel from her current owner, the United States Merchant Marine Academy Sailing Foundation (USMMASF) subsequent to Matt Brook's donating her to the foundation in 2019 or so. Suffice to say, it is far cheaper to charter a boat than to buy one. (That said, as of this writing, you can buy Scoundrel today for \$250,000.00 Cheap!!!) Furthermore, I was extraordinarily lucky to be able to charter a boat of Scoundrel's caliber. I had originally decided to charter Scoundrel in the Fall of 2019 with the idea of sending her to Sanxenxo for the Europeans in 2020, then leaving the boat there for the '21 Worlds. Two big regattas, one round trip shipping bill! Thanks to Covid and

budget restrictions, I ultimately wasn't able to ship her over until December of '21 for the practice regattas in the Spring and Worlds in '22.

Once I'd taken on the commitment to campaign Scoundrel in Sanxenxo I had to make difficult decisions on where to allocate my limited resources. Scoundrel has always been thought of as a boat that did better in a breeze than in light air. In fact, when **Matt Brooks** still owned her we raced her in La Trinité-sur-Mer in 2018 and found her to be a little "sticky" in light wind. That being the case, the most important variable we could control to get faster in all conditions was her sail inventory. Fortunately, my long time fellow crew in my Shields, a 1960 designed 30' keelboat we race here in Newport, is my good friend **Mike Marshall** who happens to be a sail designer at North Sails. Mike had never sailed on a Six before but very quickly figured out what Scoundrel needed to help her get upwind and downwind quicker in light air. I think Mike made some breakthroughs in Scoundrel's sail design.

In 2022 I sent Scoundrel to Spain in a rented container, which

to me is surprisingly reasonable. I think it cost about \$12,000.00 to get the container, load her and her gear in it, truck the container to New York from Newport, ship her transatlantic and truck her to Sanxenxo. The cost savings were mostly because she and her gear fit in a "hi cube" shipping container. That simplified things greatly.

With the help of the organisers in Sanxenxo and my friend **Jorge Blanco**, we sailed Scoundrel in the Spring of 2022 through the Worlds in Sanxenxo for not a lot of money. It was an experience of a lifetime but candidly our results were somewhat disappointing. At the end of the Worlds my wife Tricia suggested what seemed like a crazy idea. That was to see if the USMMASF would extend the charter for one year and let me send the boat to Cowes to compete in the 2023 Worlds. Having a very limited budget to start with it seemed like a crazy idea, but two things stood out to me. 1) we learned so much about sailing Scoundrel in Sanxenxo that it seemed like a shame to not try to continue, and 2) when your wife suggests you continue a sailing campaign I am pretty sure the correct answer is "Yes Dear!"

One of Scoundrel's crew in Sanxenxo and again in Cowes is



my friend **Dave Hughes**. If you don't know Dave, he's one of the finest gentleman you will ever meet, as is Mike Marshall, he is also a world class sailor, as is Mike Marshall. To be clear, prior to 2022 neither Mike nor Dave had spent anytime in a Six Metre. That meant our learning curve was steep without a lot of time. Not much time and not a big budget mean you have limited options. That in the end turned out to be one of our biggest assets and strengths, meaning we couldn't try this or experiment with that. We had to decide what needed improvement and then find the most cost effective way to implement it. I did not buy many sails. In fact Mike and our Tactician / Mainsail Trimmer **Allan Terhune**, who had never been on a Six prior to May 2023, had to go to great lengths to convince me to get a new mainsail for Cowes. Those things aren't cheap! But they were 100% correct in their recommendation.

Reflecting back on the Scoundrel/Cowes campaign, I think the lack of time and financial resources forced us to limit our options, reduce our possible choices and stick with the things that we thought would give us the most bang for the buck and

also lead to the fewest chances to waste time experimenting. That reality combined with an amazing group of talented friends, sailing mates and local experts, including **"Dog" Palfrey and Rupert Anderson** both from Cowes, helped complete our recipe for success. Turns out KISS (keep it simple stupid) worked well for me financially as well as logistically and competitively.

As I think back on our Scoundrel 2023 campaign I think I was extraordinarily lucky for the following reasons:

I had an amazing boat designed by **Ian Howlett**, possibly the prettiest too, made available to me for charter. That was serendipity, pure and simple.

I am blessed with old friends like Mike Marshall and new friends like Dave Hughes, Allan Terhune, Dog, Rupert Anderson and **Addison Caproni** who are the best sort of people to be with and who also happen to be extraordinarily talented. That comes with the camaraderie that our beloved sport provides us with.

Because of our limited time in being able to sail and test things with Scoundrel, plus my very limited budget, we did not have the latitude to experiment, over think or go down many

rabbit holes. KISS truly prevailed because it was our only option. Six Metres can be complex boats to sail, but they don't have to be complex boats to campaign unless we decide to add complexity. Avoid over thinking and avoid adding complexity.

My wife Tricia knew of our limited resources but saw something that said to her that we had a chance. Turns out she was right, per usual!

I hope this help and maybe provides you with an idea or two. The fact is I love sailing Six Metres, and being around other Six sailors and supporters. It gives me energy to do so. My time sailing Lucie and Scoundrel are some of the best times in my life. Of course they are two of the prettiest boats of any type, which helps. Sailing Sixes have taken me to what are now some of my favorite places and have lead me to meet and become friends with some of the finest people on earth, for that I am eternally grateful and have a wealth of life experience to show for it.

Onward!
Jamie Hilton
Scoundrel USA 126

SIX METRES RETURN TO SEAWANHAKA FOR 2025 WORLD CHAMPIONSHIPS

Author: Fiona Brown **Photos:** Seawanhaka Corinthian Yacht Club

The Seawanhaka Corinthian Yacht Club's association with the International Six Metre Class is long and illustrious. Following World War I, some Americans and Englishmen proposed a series in small boats to cement relations formed during the hostilities. Thus was born the British American team race series. According to the notable authority, Eric Twin-name, this was the first international team race ever.

The idea was to race under the British International Rule of Measurement while in England, and under the American Universal Rule in the USA. Regardless of the outcome, the location would alternate. Thus, in 1921, the Seawanhaka Yacht Club designed and sent forth America's first four Six Metres to Cowes.

But the American's initial, inexperienced designs were inferior to the British and they lost. Then, said the British, they would not come over and race in the US except under their own measure-

ment rule. The Seawanhaka Yacht Club acquiesced and thus for 1922, more Six Metres were built for the trials than any other year in Class history.

A century on and the Six Metre Class' links to the Seawanhaka Corinthian Yacht Club are as strong as ever and the club will host the Six Metre World Championships from 13 to 27 September 2025.

Located on Centre Island on the southern shore of Long Island Sound, the club is close enough to Manhattan for logistic convenience, and yet is a world away from the big city. Its historic clubhouse and neatly manicured waterside lawns enjoy spectacular views across the sound, and offer cosy bars and clubrooms, casual and formal dining, and a very warm welcome. The club also boasts its own full-service boat yard and moorings immediately in front of the club house. The race area is located on central Long Island Sound to minimise tidal impact and where excellent sailing

conditions can be expected.

For those travelling to Seawanhaka from overseas, shipping to New York is available from most main shipping hubs, whilst both John F Kennedy and La Guardia Airports are within an hour's drive of the clubhouse.

From 20 to 22 September 2024 the SCYC will be hosting a Pre-Worlds Regatta to allow teams to begin familiarising themselves with the race area. Further information about this regatta is available from www.seawanhaka.org or by contacting Race Committee Chair Tina Blaise on racecommittee@seawanhaka.org.

Further details about the 2025 World Championship will be published via 6metre.com, but in the meantime save the date and prepare to participate in a regatta which will bring together an extraordinary historic legacy, cutting edge racing and the renowned camaraderie of the International Six Metre Class and the Seawanhaka Corinthian Yacht Club.





6 METRE PRE WORLD'S REGATTA

**September
20-22, 2024**

Seawanhaka Corinthian Yacht Club
Oyster Bay, New York, USA

CONTACT US

Seawanhaka Corinthian
Yacht Club
314 Yacht Club Road,
Oyster Bay, NY 11771
RC Chair, Tina Blaise:
racecommittee@seawanhaka.org
www.seawanhaka.org

MAKE MINE A SIX

Author & Photos: Chris Winter



In December 2021 the team at Red Sky Yachts in Kotka, Finland, received an order – to design and build a new Six Metre. The order had come from Henrik Andersin, an experienced Six Metre sailor who had already owned a number of both classic and modern Sixes. Red Sky’s senior designer, Allan Savolainen, was to create the drawings with his son Ville assisting, and manager Chris Winter would oversee the project. Chris Winter gives us a fascinating insight into the Oiva story.

Customers walk into the shop all the time to discuss their past, present and future boats. They often have pictures of their grandfather’s or father’s boat and proudly show them to us. Many of the pictures are of Metre boats from around the world.

The conversation goes on until we are able to narrow it down to what a customer actually wants. Is it a new build, a total restoration of an existing boat or simply a repair or update to make the boat more competitive?

Is it a 12 Metre, 8 Metre or 6 Metre? We work on them all. The customer says, “Make mine a Six”. We pull out the formula.

$$\frac{L + 2d - F + \sqrt{S}}{2.37} \leq 6$$

This is like a high school math teacher giving the answer: 6 or less!

What the teacher doesn’t give is the numbers in the formula that produce the answer. The designer’s job is to build a fast, beautiful boat by filling in the numbers and ending up with the result.

There are lot of other requirements within the International Six Metre rule regarding minimums, maximums, scantlings and construction materials, but the

designer’s work comes down to understanding the letters and digits in the formula to come up with a boat that measures in.

New build or restoration, it is the fine balance of one part of the formula against another that keeps the Metre classes forever interesting. A change in any part of the formula calls for an adjustment in another part of the formula. Increase sail area and what happens? Change length or girth slightly and the result will be? Want a little more freeboard? What needs to be adjusted to allow that?



An Example:

We were given pretty much freedom on the design and construction of Oiva for Henrik Andersin. Having a father/son team work on the design proved interesting!

The old school boatbuilder wanted a couple of models for testing and the younger guy went directly to the CAD system. In the end it was a combination of the two that led to the proposed design. A hard chine from bow to stern was introduced and the attachment of the wings to the trim tab is experimented with. The use of the 3D CAD program allowed all the variables to be continually tweaked until we ended up with the shape we wanted and the exact amount of volume/displacement and sail area to make it a 6.

All frames for the moulds were CNC cut and every detail of each part calculated, weighed and installed. Attention went into the rig to make it minimum weight and sails were carefully developed

for the rake we established. Each element of construction was verified by the measurer for rule compliance. The measurement marks were placed on the hull and a class approved measurer went about his job of documenting all the information needed to produce a certificate. The day after the measurer collected all his data, he called and said the final calculation was exactly 6.00. That was rewarding!

The launch was on a cold sunny morning in November in Finland. We were eager to go out for a sail, so the ice was removed from the deck, the sails hoisted, and the dock lines dropped. The smile on the owner's face and the positive feedback from the crew on the first day of sailing say a lot. "She feels great!" is what we like to hear.

We were successful in building a Six Metre. Is she beautiful? We like to think so. Is she fast? That is yet to be determined!

Conclusion:

The rule works! A 1986 design that first won the European Championship in 1988 also won the World Championship in 2023! There have been tweaks along the way, but any change to one part of the formula was paired with another change so the Final Rating never exceeded 6.00. The 2nd finisher in the 2023 Worlds was a 2017 design and the 3rd a 2022 build. In many races the time difference at the finish was seconds and the difference between boat designs quite dramatic, but the final rating 6.00 or less.

I can see why customers walk in the door talking with excitement about their new or restored boat and say, "Make mine a Six!"





ISMA thanks Maria Muina of SailingShots for the use of her images in SIX magazine and for her ongoing support of the International Six Metre Class.

sailingshots
by maria muina



SIXES NORTH AMERICA WIND UP TO WORLDS 2025

Author: Fiona Brown **Photo:** SailingShots by Maria Muíña





Currently much of the organised Six Metre activity in North America is centred on the Pacific North-west and Great Lakes with fleets based at Puget Sound, Vancouver, San Francisco, Port Huron and Lake Ontario. There is also a New England fleet sailing on the East Coast from New York to Maine.

But organised fleet activity is only part of the North American picture, where the Classic Sixes are appreciated for their beauty and their exceptional sailing performance by a wide range of independent cruising owners as well as those who love to race. The joy of owning and restoring/maintaining a classic Six has brought together an entire community of committed owners, boat yards and enthusiasts who work tirelessly to look after these incredible pieces of sailing history. In 2025 the Six Metre World Championship will be hosted by the Seawanhaka Corinthian Yacht Club on Oyster Bay, Long Island Sound, which was the first North

American Yacht Club to adopt the Six Metres in the aftermath of World War One. The 2025 World Championship will take place from 13-27 September and in preparation for that event the club will be hosting a Pre-Worlds Regatta from 20-22 September 2024.

Leading up to the Pre-Worlds there will be regattas at locations around Long Island Sound, starting with the New York Yacht Club Regatta in Newport in July. Also in July is the Tiedemann Classics Regatta, then in August it's the Eggemoggin Reach Regatta and the Herreschoff Classic Regatta, and finally the Museum of Yachting Classic Yacht Regatta in September, just prior to the Pre-Worlds.

The North American Six Metre Fleet is very much looking forward to welcoming visitors from Europe and across the World for the 2025 Worlds. The Seawanhaka Corinthian Yacht Club is a superb venue, and we can't wait to greet our fellow Six Metre enthusiasts there.

For further information about the Sixes in North America please visit 6mrnorthamerica.com. Further information about the 2025 World Championship will be available via 6metre.com soon.





A LOOK BACK AT THE FINNISH SAILING SEASON

Author: Cecilia Sandman **Photos:** Patrick Blom

Finland has a beautiful summer that is easy to fall in love with. Equally mesmerising, in its own way, is the Finnish winter with its darkness lightened up by snow and Nordic lights if you're lucky. However beautiful, for a sailor, it undoubtedly makes the season a bit too short.

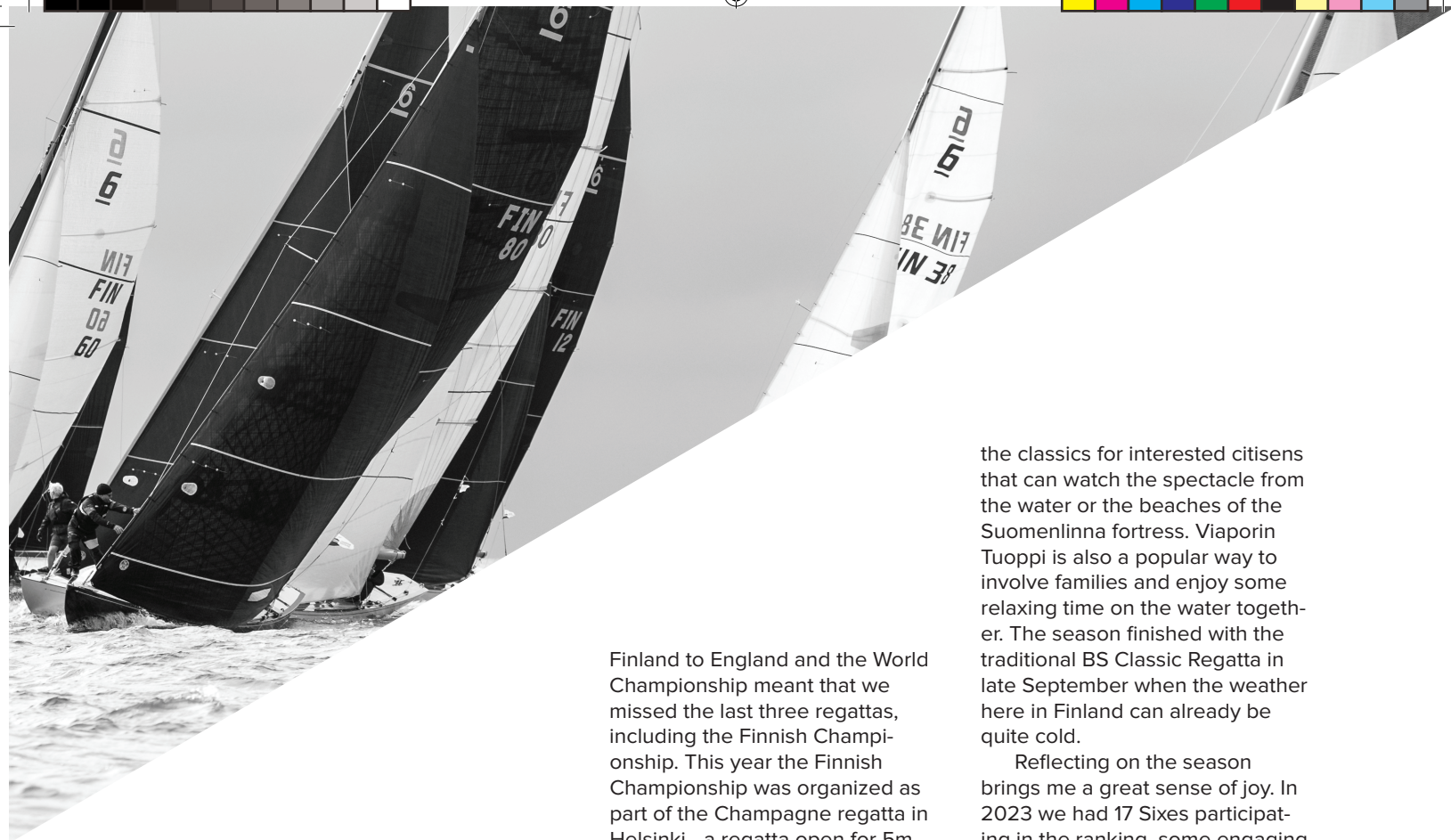
Compared to some other classes, where I've been encouraged to go out on the water despite parts of the sea still being frozen, the 6mR fleet exhibits a somewhat slow awakening from its beauty sleep. Whether attributed to the requirement of warm sunshine for aged wooden boats or perhaps the reluctance of the crew – the answer lies in subjective interpretation.

In harmony with this slow tendency, the 2023 ranking season started in mid-June with a regatta in Helsinki with six boats present on the starting line. The real start for many is rather the legendary Hango Regatta in the beginning of July. Hango, a small town in the southwestern part of Finland that I believe many of you explored in 2019 during the World Championships, comes alive every summer as people flock here to enjoy

their summer vacations. Arranged since 1906, the Hango Regatta is probably the biggest and most well-known sailing event in Finland and marks the start of the summer season for many sailors. The 2023 edition gathered 180 boats from 17 different classes, including 12 sixes. While some sailors attend the event for the sheer enjoyment of it, the Sixes are known for being the most competitive participants in the regatta and frequently become the talk of the town, not just for their aesthetic appeal but also due to the intense competition and close encounters between the boats that surprise many spectators. Primarily a sailing competition, the regatta also attracts what we sailors usually refer to as "the tail" - thousands of people, many of whom may not even know what a sailing regatta is, coming down to Hango to party during the three-day event. For the sailors, the regatta is a nice way to catch up with friends after a long winter, with two races scheduled per day there is plenty of room for socialising and crew dinners in the old restaurant sheds near the harbour.

One of the absolute highlights of the Finnish sailing season is the Sinebrychoff Challenge, a competition organized by Nyländska Jaktklubben, NJK, since 1888. Commodore Nicolas Sinebrychoff wanted to raise the sailing level in Finland and promote racing between different clubs across Scandinavia and donated the Sinebrychoff Challenge Trophy for the purpose. The trophy is the second oldest sport trophy after the America's Cup Trophy and was designed by Oscar Kleineh in St. Petersburg. At this time the Grand Duchy of Finland was an autonomous part of Imperial Russia and many artists, including Kleineh, went to St. Petersburg to study. Usually, Sinebrychoff Challenge is sailed outside NJK's Blekholmen island in downtown Helsinki, so also in 2023. The format is similar to that of the America's Cup, the club that holds the trophy is challenged by other clubs. Thus, the competition is divided into two parts, in the morning we sail three races to determine who will challenge last year's winner. Then everyone enjoys a nice lunch together before heading out on the





water to watch the match racing between the defender and the challenger. Hangö Segelförening in Hanko has for several years managed to defend the trophy with Sara af Hangö. Sara's crew consists of legendary sailors that I always enjoy racing against. In normal fleet racing, these gentlemen never shy away from opportunities to overtake you, keeping you on your toes throughout the whole race. In Swedish there is a saying that I often use to describe Sara - "listig som en räva", sly like a fox - the guys are sneakily clever, and you can expect the unexpected from them, if they see even the slightest chance they will take it. There is no denying that the match racing concept suits them very well. This year Sara af Hangö was challenged by Astree III but despite good efforts by the challenger team, Sara's crew managed to stay cool throughout the three matches and defend their victory. It would not, however, take long for Astree III to get her rematch.

For me and May Be VI, the Sinebrychoff Challenge was the last regatta in Finland this year as the shipping schedule from

Finland to England and the World Championship meant that we missed the last three regattas, including the Finnish Championship. This year the Finnish Championship was organized as part of the Champagne regatta in Helsinki - a regatta open for 5m, 5.5m, 6mR, 8mR, Dragon, Star, Hai and SK22. 14 sixes lined up at the starting line to fight for the title. Astree III, eager to challenge the result from the Sinebrychoff Challenge, set out strongly, taking the lead from the first day. After three days of tight racing Astree III secured the Finnish Champion title before Sara af Hangö and Fridolin.

In addition to the regattas in Helsinki and Hanko that I, potentially due to some hometown bias, decided to highlight, it is worth noting that our Six Metre calendar offers a variety of competitions. While the majority of the fleet sails in Helsinki, we also have a strong representation in Turku. Airisto Regatta in Turku is a popular regatta for different classes but despite the very active participation by Turku crews in the regattas in Helsinki, it has been a bit more challenging to get the Helsinki sailors, including myself, to travel further away from the capital than Hanko. Another regatta that I have yet to experience is Viaporin Tuoppi, the largest wooden sailboat competition in the Nordics that gathers boats of all sizes, ages, and types from different parts of the Baltic Sea. The regatta is sailed around islands in the Helsinki archipelago and is a charming way to show up

the classics for interested citizens that can watch the spectacle from the water or the beaches of the Suomenlinna fortress. Viaporin Tuoppi is also a popular way to involve families and enjoy some relaxing time on the water together. The season finished with the traditional BS Classic Regatta in late September when the weather here in Finland can already be quite cold.

Reflecting on the season brings me a great sense of joy. In 2023 we had 17 Sixes participating in the ranking, some engaging more actively while others opting for just one or two regattas. We have had different boats in the top throughout the season which to me shows what a competitive and strong fleet of Sixes we have here in Finland. At the same time, I'm looking to the future with excitement. The racing calendar for the 2024 season is set, and in our Annual Meeting in November we elected the 2024 board that I believe is a good representation of the class. I am especially happy that we now have two young female representatives on the board, Kaisla Jacoby and myself. Together with the board we will work to strengthen the future of the class making it attractive to more sailors and fostering a good culture that considers both the cultural heritage and the need for development. We will also start working towards welcoming you to Helsinki for the Worlds in 2027. If you want to know more about the Finnish Sixes or wish to visit Helsinki, please feel free to reach out and we'll try our best to help you!

I wish you a good start to the new year and hope to see you all soon on the race course.

Cecilia Sandman,
May Be VI

SPANISH SIX METRE CLASS GOES FROM STRENGTH TO STRENGTH

Author: Mauricio Sánchez-Bella **Photo:** SailingShots by Maria Muiña

We begin the 2024 Spanish Six Metre league circuit in Sanxenxo, with our sights set on organising a new European Championship next September.

It's been eight years since the Real Club Nautico de Sanxenxo embarked on the project of reviving the class in Spain, supported by a group of owners mainly based in Galicia.

During these years, significant achievements have been made from creating a competitive fleet, organising a long race calendar, achieving three World Championships and three European Championships, organising three international championships, and building new Six Metres after a hiatus of many years.

During 2023, the Spanish Open fleet joined the international group that has been competing in regattas in Palma de Mallorca, while Sanxenxo focused on the Classics, which form the most important core in terms of numbers in our fleet.

Like every year, the 2023 season in Sanxenxo was a long training period culminating in participation in the World Championship in Cowes.

A group of extremely competitive boats compared to the world fleet competed in 22 races over 8 months, and the Bribón of HM King Juan Carlos ultimately prevailed over Titia and Alibaba II with a small difference in points between them.

The good results obtained in Great Britain by the Spanish fleet, especially the new victory of the Bribón, confirm the success of this campaign.

Organising a European Championship in 2024 will be a real challenge, given the limited time and the desire to repeat the organisational success of previous championships.

The season's first race already brought together the top three finishers in the last European Championship, with the Romanian vessel Essentia joining Bribón and Titia. This first race, held in very tough wind conditions, was good training to start the year, demonstrating the crews' good form. We hope that more boats from the international fleet will join us throughout the year.

Once again, King Juan Carlos, the main promoter of the class in Spain, will participate in the Spanish League Circuit in all 2024 events.

In addition to the Classics activity, Spanish, or closely related to Spain Open Division boats, also achieved excellent results last season, with Stella taking second place and Maybe VI taking sixth in the Cowes World Championship. The revolutionary new design by Javier Cela, which was recently launched and is undergoing its first tests, has also been a great novelty.

In summary, the Six Metre class continues to enjoy excellent health in Spain. Good sporting results are combined with success in organising major international events and a slow but steady growth in the highly competitive boats that make up the fleet.

To find out more about the Spanish Six Metre fleet please contact msbella@telefonica.net



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BRITISH FLEET ON A HIGH!

Author: Fiona Brown

Photo: SailingShots by Maria Muiña



The Six Metre Worlds in Cowes in 2023 helped drive a resurgence of interest in the class amongst British owners and sailors, with several new owners purchasing boats in the run up to the regatta. The home team fielded a fleet of 13 boats for the Worlds and achieved podium finishes in the Open, Classic and Corinthian Divisions. 2023 also saw British Sixes participating in overseas regattas in Sanxenxo, Palma and on the European Lakes, plus there was a good turnout for the British summer regattas, which are based on the Solent. It was delightful to welcome so

many international visitors to Cowes for the Worlds, which took place from 31 August to 8 September. The Royal Yacht Squadron hosted the regatta and as well as providing superb racing, the club also laid on a wonderful series of social events which were much enjoyed by all. The boats were based at Cowes Yacht Haven, where the Race Village was also located, offering terrific pre and après sailing refreshments and plenty of opportunities to catch up with old friends and make new ones. The regatta was supported by a host of generous sponsors

and official suppliers, to whom the fleet is eternally grateful. The 2024 season will kick off with the British Classics Regatta on 17-19 May. From 15-19 July the fleet will participate in the British Yacht Club Regatta, which is immediately followed by the Household Cavalry Regatta on 20 July. On 31 August and 1 September the boats will race in the Hamble Classics Regatta, before a number of the fleet head south to Sanxenxo to represent the UK in the 2024 Six Metre European Championship. To find out more about racing Six Metres in the UK please visit 6mr.org.uk.

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Six Metres are also sailed in Austria, Brazil, Denmark, Germany, Italy, The Netherlands, New Zealand, Norway, Russia and South Africa. For further information about sailing Six Metres in these countries please contact the ISMA Secretary - ISMASecretary@6metre.com

INTERNATIONAL 6 METRE PROGRAMME 2024

Dates correct at time of publication. A full listing is available at www.6metre.com

2024

23-25 Feb	Cannes, France	Ski & Six Regatta	Yacht Club de Cannes	yachtclubdecannes.org
16-17 Mar	Sanxenxo, Spain	Spanish League Circuit 1	RCN Sanxenxo	rcnsanxenxo.com
22-24 Mar	Palma, Mallorca, Spain	Trofeo Princesa Sofia	RCN Palma	www.rcnpalma.com
20-21 Apr	Sanxenxo, Spain	Spanish League Circuit 2	RCN Sanxenxo	rcnsanxenxo.com
3-5 May	Palma, Mallorca, Spain	Palmavela	RCN Palma	palmavela.com
17-19 May	Sanxenxo, Spain	Spanish League Circuit 3	RCN Sanxenxo	rcnsanxenxo.com
17-19 May	Cowes, UK	Cowes Spring Classics Regatta	Cowes Spring Classics	cowesspringclassics.com
25-26 May	Rolle, Lake Geneva	Coupe de la Harpe	SN Rolloise	manage2sail.com
23-25 May	Arenal, Mallorca, Spain	Arenal Cup 1	Club Nàutic S'Arenal	www.cnarenal.com
3-9 Jun	Lorient, France	2023 Metric Challenge	Challenge Metric	challengemetricque.fr
21-23 Jun	Versoix, Lake Geneva	Coupe Kim	Versoix Nautical Club	manage2sail.com
4-15 Jun	Sanxenxo, Spain	Spanish League Circuit 4	RCN Sanxenxo	rcnsanxenxo.com
14-16 Jun	Arenal, Mallorca, Spain	Arenal Cup 2	Club Nàutic S'Arenal	www.cnarenal.com
15-16 Jun	Helsinki, Finland	Helsinki Regatta	Helsinki Regatta	manage2sail.com
27-30 Jun	Benodet, France	2023 Metric Challenge Leg 1	Challenge Metric	challengemetricque.fr
5-7 Jul	Hanko, Finland	Hanko Regatta	Hanko Regatta	hangoregattan.fi/en/
12-14 Jul	Sanxenxo, Spain	Spanish League Circuit 5	RCN Sanxenxo	rcnsanxenxo.com
12-14 Jul	Arenal, Mallorca, Spain	Arenal Cup 3	Club Nàutic S'Arenal	www.cnarenal.com
12-14 Jul	La Trinité-sur-Mer, France	2023 Metric Challenge Leg 2	Challenge Metric	challengemetricque.fr
15-19 Jul	Cowes, UK	British Classic Yacht Club Regatta	Royal Yacht Squadron	britishclassicweek.co.uk
20 Jul	Cowes, UK	Household Division YC Regatta	Royal Yacht Squadron	rys.org.uk
25-27 Jul	Turku, Finland	Airisto Regatta	Airisto Yacht Club	
26-27 Jul	Vevey, Lake Geneva	Championnat de la Tour	Cercle de la Voile Vevey	manage2sail.com
27-28 Jul	Vevey, Lake Geneva	Régate de vieux Bateaux	Cercle de la Voile Vevey	manage2sail.com
2-4 Aug	Helsinki, Finland	Drumso Regatta / Nationals	HSK	manage2sail.com
3-5 Aug	Noirmoutier, France	2023 Metric Challenge Leg 3	Challenge Metric	challengemetricque.fr
16 Aug	Helsinki, Finland	Sinebrychoff Challenge	NJK	www.manage2sail.com
17 Aug	Helsinki, Finland	Viaporin Tuoppi	SuPS	www.viaporintuoppi.fi
16-18 Aug	Geneva, Lake Geneva	Championnat Suisse	Société Nautique de Genève	manage2sail.com
24-25 Aug	Helsinki, Finland	Champagne Regatta	HSS	manage2sail.com
31 Aug - 1 Sep	Hamble, UK	Hamble Classics Regatta	Hamble River SC and RAFYC	hambleclassics.co.uk
31 Aug - 1 Sep	Helsinki, Finland	BS Classic Regatta	Brandö Seglare	manage2sail.com
20-22 Sep	Oyster Bay, USA	Pre-World Championship	Seawanhaka Corinthian YC	seawanhaka.org
27-29 Sep	Sanxenxo, Spain	King Juan Carlos Regatta	RCN Sanxenxo	regatareyjuancarlos.com
27 Sep-5 Oct	Sanxenxo, Spain	European Championships 2024	RCN Sanxenxo	6europeans2024.com
23-28 Sep	Cannes, France	Regates Royales	Regates Royales	regatesroyales.net
11-13 Oct	Yvoire, France	Les Voiles d'Yvoire	Club Nautique Nernier-Yvoire	manage2sail.com
24-27 Oct	Corsier, Lake Geneva	Final regatta Lake Geneva	TBC	
15-17 Nov	Sanxenxo, Spain	Spanish League Circuit 7	RCN Sanxenxo	rcnsanxenxo.com

2025

13-27 Sep	Oyster Bay, USA	World Championship 2025	Seawanhaka Corinthian YC	seawanhaka.org
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