



SIX

THE MAGAZINE
OF THE INTERNATIONAL
SIX METRE ASSOCIATION

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MAGAZINE
INTERNATIONAL SIX METRE ASSOCIATION

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Editor: Fiona Brown. Design and layout: Antti Kaarto

MAGAZINE
INTERNATIONAL SIX METRE ASSOCIATION

SAILING AHEAD WITH ISSUE NO. 2 OF SIX

With great enthusiasm and pride, we present the second issue of SIX, our magazine dedicated to the elegant and illustrious Six Metre International Class. Following the resounding success of our inaugural edition, we set sail once more, driven by your passion, feedback, and the unwavering commitment of this remarkable sailing community. The Six Metre Class is more than just a fleet of stunning yachts. It is a living testament to maritime heritage, innovation, and camaraderie. In our first issue, we explored the timeless beauty, historical significance, and technical ingenuity that define these vessels. The overwhelming response from readers around the world affirmed the deep connection and reverence shared for this unique Class. Your stories, letters, and insights have inspired us to dive even deeper in this second issue. In these pages, you will find a wealth of new stories that

celebrate the Six Metre's past, present, and future. From behind-the-scenes looks at restorations to profiles of the sailors and designers who bring these boats to life, our goal remains to honour and share the passion that unites us. We also delve into the upcoming regattas, innovations in craftsmanship, and reflections from long-time enthusiasts, ensuring a comprehensive view of the Six Metre world. This issue is also a celebration of collaboration. It is a reflection of the global community that makes this class so special, a community bound not only by tradition but by the shared excitement of what lies ahead. To everyone who contributed their time, stories, and expertise to this magazine — thank you. Your contributions bring SIX to life. As President of the Six Metre Class, I am deeply proud of what the editorial team achieved together. This magazine is a reflection of our collective passion

and dedication to preserving and promoting the legacy of the Six Metre class. It is my hope that these pages inspire you as much as they inspire me. As we continue this journey, I invite you to join us in shaping future editions. Your input, ideas, and feedback are invaluable as we strive to make SIX a lasting tribute to the legacy and evolution of this extraordinary Class. So, hoist the sails and turn the page. Together, we navigate the captivating world of the Six Metre class, celebrating its elegance, history, and bright horizons. Sail fast, sail fair, and be safe!



Louis Heckly
ISMA President

FRANÇOIS CAMATTE YACHT DESIGNER 1893-1960

Author: François Ramoger Photo: François Camatte Archive



François Camatte, one of the most significant French naval architects under the International Rule, designed over sixty Six Metres and a dozen Eight Metre yachts. His influence on yachting is profound, particularly with the designs of the Six Metre class. This article explores his early life, career, notable achievements, and lasting legacy in the sailing world.

Early Life and Career Beginnings

François Camatte was born in Cannes, France, a place often referred to as “the Cowes of the Mediterranean Sea” at this time. Despite a passion for boats and drawing in his childhood, nothing pointed to a future as a naval architect. However, after serving in World War I, he started his career as a draftsman for naval architect Quernel at

Despujols’s yard in Arcachon. In 1924, he opened his own naval architecture firm in Cannes, where he worked independently until 1957.

Initial Success with Six Metres

Camatte’s early work focused on regional series such as the Five Metre MOCAT, which quickly garnered success. This led to his first order for a yacht built to the Six Metre Rule, Pampero II, in 1925. The Six Metre series became his passion, and he went on to design more than sixty yachts in this class, most of which were successful racers. The interwar years were a golden era for Six and Eight Metre racing, particularly on the Côte d’Azur circuit, which ran from Marseille to Menton, and even extended to Genoa, Italy.

Golden Era of Six Metre Yachting

The interwar years were especially fruitful for François Camatte’s designs. The Côte d’Azur circuit often saw more than 20 Six Metre yachts on the starting line, representing countries from Europe, plus the United States, Cuba, and beyond. During this period, Camatte launched forty Six Metres. His reputation as a top designer was cemented, as his boats were consistently competitive.

The Great Britain Cup and International Success

In 1928, Sir Arthur Paget introduced the “Great Britain Cup,” a prestigious challenge for Six Metre yachts. The competition, where teams were composed of two Six Metre yachts designed by the same architect from the same nation,

was won by François Camatte’s team with Bellis II and Rosita, beating the teams of Morgan Gilles, Baglietto, Bjarne Aas, Arbaut and Fife. This victory was the start of a series of international triumphs, including Rosita’s victory at the International Regattas in Barcelona.

In 1930, Camatte designed Rosita II for Mathilde Connil, which won the Coppa del Tirreno in Genoa under Cuban colors, before being sold to Spain, changing name to Lau II and winning the Coppa del Rey that same year.

International Rule and National Championships

The early 1930s saw the introduction of the Great Cup of Nations by the Americans, MM Cunningham and Bowles. The French team, led by amateurs, won against seven other nations with Feu Follet III and Ponant, both designed by Camatte. Ponant, later renamed Petite-Aile IV by Virginie Heriot, raced in notable competitions like the Gold Cup, the 100th anniversary of the KSSS, and the One Ton Cup. Another of Camatte’s yachts, Cabri IV, finished fourth in the Scandinavian Gold Cup in 1939.

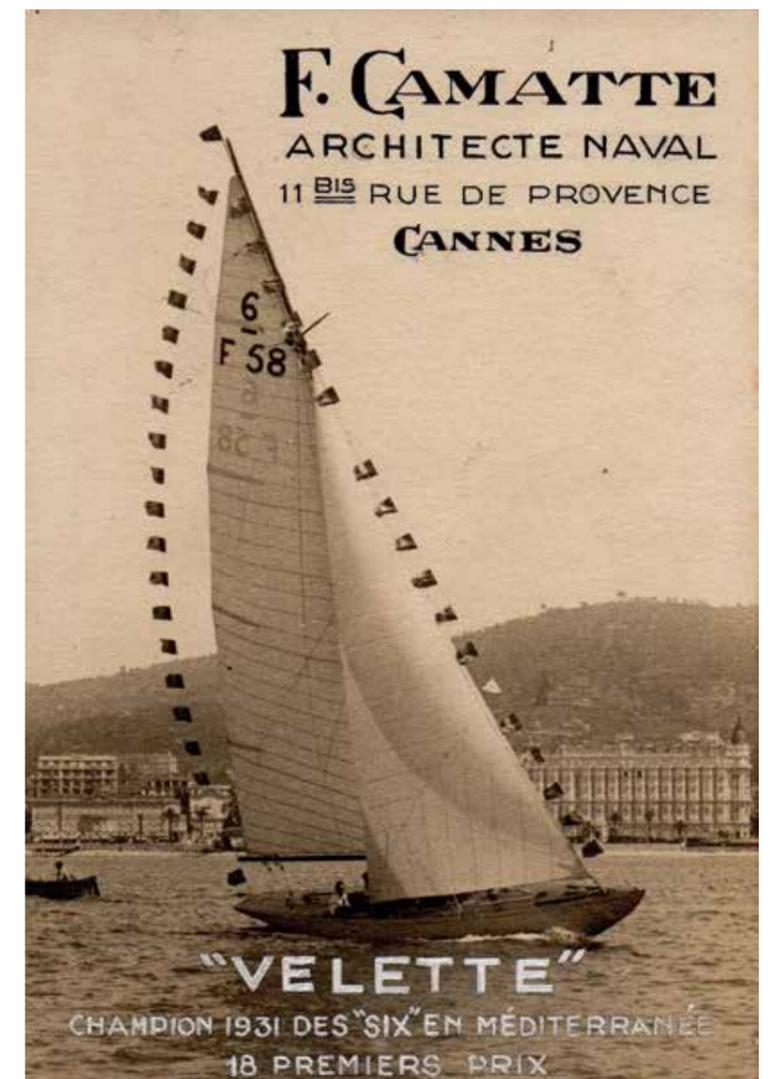
Swiss Success and the Bol d’Or

In Switzerland, Camatte’s designs found tremendous success, particularly at the Bol d’Or. His Six Metres, Freya and Véga, won the Bol d’Or four times between 1941 and 1967. His final Six Metre, Elghi II, continued to perform well, finishing second in the 1954 and 1956 One Ton Cups, close to the winner Ylliam IX.

Beyond Six Metre: Notable Yacht Designs

While François Camatte is most renowned for his Six Metre designs, his success extended to other classes. His Eight Metre France won the Coupe de France in 1937, and Le Gaulois followed in 1948.

His 5.5 Metre Phérousa nearly won the Coupe de France in 1956 and participated in the Gold Cup in 1957. Additionally, his One Design As Cote D’Azur



was widely popular, with over 300 built in France, Spain, and Portugal.

His 6.5 Metres are still recognised today on Lake Geneva, and some of his Cruiser-Racers remain active on the Mediterranean classic circuit, including the notable 16.5-metre cutter, Nagaina, built in 1950.

Legacy of François Camatte

François Camatte’s legacy continues to thrive. In 2023, his Sixes Elghi II and Midinette participated in the World Championships in Cowes, while France and Ayana competed in the Eight Metre World Championships in Genoa. At the Bol d’Or Mirabaud, Ondine, a 6.5

Metre designed by Camatte in 1932, won on corrected time. The Association François Camatte, established in 2015 to preserve his heritage, has already restored the Six Metre Azais, achieving Monument Historique status, and built La Magicienne, a 10.5-metre motorboat. Additionally, the association is working on publishing a book of all his designs and is seeking financing for an exhibition dedicated to his work.

One of his creations, the Six Metre Fly X, awaits restoration to its former glory, ensuring that François Camatte’s remarkable influence on yachting will endure for future generations.

INTRODUCING NEW ISMA TREASURER FOTI LYKIARDOPULO

Author: Fiona Brown Photos: SailingShots by Maria Muiña



I started sailing from the Sea View Yacht Club (Isle of Wight) in Optimists, and then onto Lasers from the age of eight. Following on from this I sailed with a crew of friends on a J109, participating in training, organised by the RYS as well as Cowes Week and the Round The Island Race annually. After I left university, I participated in some weekend racing at the Tokyo Yacht club, and upon return to the UK, on board a 46-foot cruiser/racer (Azure 46) I took part in seven years of RORC offshore racing, including three Fastnets/St Malo Races/De Guingand Bowl/Channel Race. Alongside this I have dabbled in classic racing, crewing on board Eleonora E, a 160 Foot Schooner and a classic Seaview Mermaid in Spetses, Greece.

My father Nick has had an extensive sailing career, initially

as crew and then onto owning his own boats, which he campaigned extensively in the UK and abroad in both inshore and offshore events.

Together we wanted to participate in a historic class, with a high standard of regular racing, taking us to exciting places in Europe and further afield along with a friendly group of people. And overall, two years in, the Six Metre class it has lived up to expectations.

The first Regatta that we entered, in the Solent in April 2023, we came last in every race, including losing out to all of the classic boats who had started on the same line ten minutes after we had. We spent a lot of time in irons, mainly due to my shambolic helming outweighing the efforts of a highly competent crew. Since then, we have been

on a very steep learning curve, of which we are still very much at the beginning, but very much enjoying.

In an age of busy lives and endless screen time, the part I enjoy most is spending time with my father. He would probably say his favourite part is getting dry in the afternoon after being wet all day on the foredeck, but you cannot please everyone.

We look forward to an exciting 2025 season especially the trip to Oyster Bay at the end of it. I hope to be helpful in my role as Treasurer and I am highly grateful for the kindness that Tim Russell has shown in helping me get started.

Foti Lykiardopulo
ISMA Treasurer

CURRENT ISMA CHAMPIONS

	Trophy	Boat	Owner/Skipper
World Championships 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	Trophée Pierre-Paul Heckly	Junior	Phillipe Durr & Rainer Müller
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 Odero Trophy		Mauricio Sánchez-Bella
European Championships 2024			
Open Division	Coppa Giovannelli	Oiva	Henrik Andersén
Classic Division	The President Woodrow Wilson Trophy	Bribon	HM King Juan Carlos of Spain
Highest placed boat built to the First or Second rule retaining its original underwater configuration			
	The August Ringvold Memorial Trophy	Valdai	Dirk Stolp & Tom Owen
Highest placed classic rated using Appendix A			
	The Tim Street Perpetual Trophy	Valdai	Dirk Stolp & Tom Owen
Highest placed boat with crew member under 25			
	The IYRS Astor Cup	Aida	Francisco Botas Jaime de la Gándara
Highest placed boat with woman helm or crew			
	The Lucie Trophy	Titia	Mauricio Sánchez-Bella 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	Irène	Nicolas Jaton (skipper) Guy Minder (owner)
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	Aera	Foti Lykiardopulo (skipper) Nick & Foti Lykiardopulo (owners)
Practice Race - Classic division	Maharajah of Djeezupuhr Trophy	Alibaba II	Miguel Lago (skipper)
Open Division Corinthian Champion	Trophée Pierre-Paul Heckly	Irène'	Nicolas Jaton (skipper) Guy Minder (owner)
Classic Division Corinthian Champion	Trofeo May Be VI	Astrée III	Ossi Pajja

THE 2024 EUROPEANS IN PICTURES

Photos: SailingShots by Maria Muiña

Open

1st FIN81 - Oiva - Henrik Andersin
2nd GBR89 - Battlecry - Jeremy Thorp
3rd SUI177 - Junior - Rainer Müller/Loic Forestier

Classic

1st ESP16 - Bríbon - HM King Juan Carlos
2nd FIN80 - Astrée III - Ossi Pajja
3rd ESP72 - Titia - Mauricio Sánchez-Bella Carswell



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NAUTICO DE SANXENNO**

MARÍA MUIÑA – THE EYES OF THE CLASS

Author: Fiona Brown Photo: SailingShots by Maria Muiña

In recent years Spanish Photographer María Muiña has been photographing the International Six Metre World and European Championships. Her exceptional technical and creative skills have enabled us to share outstanding moving and still images across the globe and here in SIX magazine. We asked María to tell us about her background and what attracts her to photographing the Sixes.

Sailing photography is my passion. With a degree in Audiovisual Communication and Film from the Complutense University of Madrid (Francisco de Vitoria), my professional career in photography and imaging took off by combining my studies with internships as a photographer and news camera in written media and TV in Madrid, as well as in local newspapers in my hometown during university summer vacations. These internships allowed me to gain experience and develop my technical and artistic photography skills. It was during those summers that I began covering local regattas, which allowed me to fuse my love for photography with my passion for the sea.

For over 20 years, I have managed to become a constant presence at the major regattas on the national and international circuits, capturing the beauty of boats of all lengths and the efforts of the sailors, whether from a helicopter, a RIB, or aboard the best competition boats. I have created my own brand, internationally recognized, called SailingShots by María Muiña.

I have been the official photographer for the Spanish teams in the iconic around-the-world race, the “Volvo Ocean Race,” in five editions, an unprecedented milestone that I hope to extend in future editions. Following these teams, I have had

the opportunity to photograph countries such as South Africa, India, Singapore, China, New Zealand, Brazil, the United States, Portugal, France, Ireland, Sweden, and Russia. I have also worked in the Barcelona World Race and the legendary Rolex Sydney-Hobart regatta in Australia. Among many other projects, my work includes the graphic coverage of the Spanish sailing team in the past Tokyo 2020 (2021) Olympic Games and advertising work for the America’s Cup team “American Magic” in 2023-2024. About 10 years ago, I had the opportunity to begin my romantic relationship with the Six Metre classic class first and modern class later, to which I have been specially dedicated ever since thanks to the Real Yacht Club of Sanxenxo and their direction and media team that have always been supportive and trusting of my work.

The Six Metre boats have given me some of the best images of my professional career, with their perfect wooden lines and profiles and their majestic sailing, leaving snapshots that I will never forget.

It was specifically in those early years of my relationship with the class that I created the series of photographs that have most marked my work. A blend of what a traditional regatta entails with the natural environment of the Galician seas (Rías Baixas),

which have seen me grow in every way. An enchanting setting, combined with some of the most beautiful boats in the international fleet. The images showcase the Galician tradition of mussel farming on rafts, alongside the tradition of the first Six Metre classic boats that arrived in Galicia, in a sea of deep blue. It is a series of photos that we could say are “complete,” having it all.

Since then, I have participated in countless trials and events for the class as an official photographer, both nationally and internationally: Spanish Championships and the last three European and World Championships of the class, among others. As well as a series of personalized books on the history of some classic boats.

Quick resumé about my personal feelings about my relationship with Six Metre sailing and the sea.

With camera in hand, waves, wind, and determination, chasing both the most cutting-edge boats in international territory, classic Six Metres, or small optimists, I feel in my element. I love to play with texture, light, waves, and crews, capturing brief moments of action with precision and beauty. Whether with wide shots of a fleet from the air or focusing on the detail of an individual sail, I enjoy the essence of being on the water in the middle of the action of a regatta.





SIX METRES MAKE HISTORIC RETURN TO SEAWANHAKA CORINTHIAN YACHT CLUB FOR 2025

WORLD CHAMPIONSHIP 22-26 SEPTEMBER

Author: Fiona Brown Photos: Seawanhaka CYC, SailingShots by Maria Muiña and Fiona Brown

Seawanhaka Corinthian Yacht Club has long been synonymous with Six Metre sailing. Founded in 1871 and located on Oyster Bay, New York, SCYC is America's oldest yacht club and its association with the Six Metres goes right back to the class's foundation in 1907. The last time the club hosted a Six Metre Worlds was in 1987, and so the class is excited to be returning to this very special venue for the 2025 Six Metre World Championships.

Oyster Bay and Long Island Sound are rightly regarded as

some of the best sailing waters in the world and more than 30 Sixes from across the USA, Canada, Germany, France, Switzerland, Sweden, New Zealand, Finland, Spain, Greece and the United Kingdom will come together to race for the World Championship Trophies.

The club is renowned for its hospitality and alongside great racing, competitors will enjoy a superb après sailing social programme at its historic waterside clubhouse.

Competitors will include the defending Six Metre Classic

World Champion, His Majesty King Juan Carlos of Spain, racing his beloved Bribon, the 1947 Arvid Laurin design which was built by Plym in Sweden.

Back in the class for their first World Championship since 2015 will be Matt Brooks and his team aboard the stunning classic Lucie, a 1931 Clinton H Crane design which was built by Nevins for Briggs Cunningham, the famous America's Cup skipper. Lucie was launched into the heyday of Six Metre racing at SCYC and was shipped to the Solent as part of the US team for that year's British-



American Cup team racing, which the US team won in four straight races. Lucie finished third at her last Classic World Championship outing in La Trinité, France, and will be hoping for another good result.

Alongside a host of familiar faces, the fleet will also include one very notable newcomer, as Mr America's Cup himself Dennis Conner will participate aboard his brand new Six Metre, Ole Miss, a Javi Cela design launched

in San Diego in late 2024. Ole Miss continues the recent trend of radical developments in the Modern Sixes and it will be exciting to see her line up against the likes of Henrik Andersin's Oiva, the reigning Six Metre Open European Champion, which was designed by Allan Savolainen and built by Red Sky yachts, launching in October 2022.

Registration and measurement for the Championship starts on 17 September, on September

20 and 21 there will be warm up racing, and World Championships will run from 22 to 26 September, with a total of eight races scheduled. The club will be hosting Six Metre regattas on 21-22 June, 19-20 July and 16-17 August for competitors who wish to familiarise themselves with the waters. Further information about the event can be found at 2025.6metreworlds.com



JAVI CELA'S NEW DESIGN TO BE RACED BY DENNIS CONNER AT SEAWANHAKA WORLDS

Author: Javi Cela Photos: Javi Cela



Spanish designer Javi Cela has been making waves in the Six Metre community in recent years, first working with Juan Kouyoumdjian on the design of Stella and then with his own design for Ginkgo Too. He now brings us another exciting new Six, Ole Miss, which will be raced in the 2025 Worlds by Mr America's Cup himself, Dennis Conner. Javi explains his design and engineering background and what brought him to take on the challenge of designing Six Metres.

Over the past 25 years, my professional background has been deeply rooted in marine engineering, encompassing various disciplines since earning my initial degree in Spain. Since completing a second degree at Southampton Institute in 2002, I have maintained a close connection to the nautical industry.

In 2013, following several years working on 50 MW solar thermal power plants, and later wind farms, I joined Royal Boskalis in the Netherlands, where I contributed to large-scale and technically demanding marine projects. Notable among these were the Nexen Petroleum Golden Eagle project in Dubai,

which involved a Guinness World Record-breaking load-in of over 15,000 tons, and the multibillion-dollar Inpex Ichthys project in Australia. These experiences not only honed my engineering skills but also broadened my understanding of international marine operations at the highest level.

In 2016, I was honoured to be invited to join the team developing a Six Metre yacht for HM King Juan Carlos. I accepted without hesitation, recognising the unique privilege and opportunity. The project brought together a highly skilled team of experts in design, construction, sailmaking, rigging, and racing. Collaborating with such talent

made the experience both enriching and inspiring. Since my early career, particularly while working with IMS rating rules and in various engineering firms, I've always valued innovative, out-of-the-box thinking—a mindset cultivated during my studies at Southampton and shared by many of my peers. With Stella, for example, we explored the advantages of optimising for downwind performance, recognising that upwind gains offered limited room for improvement. Following the new Six Metre construction, I delved deeper into the rule set, challenging conventional boundaries related to displacement and beam, and



experimenting with different sailing modes, angles, and adaptive sail configurations. In 2022, prioritising performance in light wind conditions, I began designing a new Six Metre. However, the project faced significant delays due to lack of funding. In 2024, during a conversation with Dennis

Conner—who has consistently offered valuable advice and challenged me with the right questions—I shared the details of this new design. After countless technical discussions on every aspect of the boat, from concept to construction, Dennis offered to take over the boat, prepare her, and skipper her at the

upcoming World Championship at Seawanhaka, marking what would be his 28th participation in the event. I have since finalised the preparation, ensured measurement compliance under both ORC and ISMA rules, and shipped the yacht to San Diego—where she is now in the best possible hands.

THE INTRODUCTION OF SCANTLINGS INTO THE SIX METRE CLASS RULE

Author: Ian Howlett Photos: Ian Howlett

Bernard Haissly became the President of ISMA following the 1987 Six Metre World Championship at the Seawanhaka Yacht Club and Bruce Owen (World Championship Winner) became Vice President. They promptly set about trying to make the Six Metre Class one that would encourage sailors from other classes to race Sixes and not be put off by excessive cost or complexity.

Bernard, past owner of *Jabadao/Marletta* by David Boyd,

had recently purchased *Junior Z77*, from Phillipe Durr, World Championship Winner in 1985 in Cannes, renaming her *Fléau* whilst Bruce had commissioned the building of *K86, Scoundrel*. Both were designed by Pelle Petterson but *K86* had been retro fitted with a winged keel designed by Richard Karne, who was responsible for the highly regarded keel on the 12m *KZ7* in Fremantle.

Bernard and Bruce were to form the core of ISMA and the Six

Metre Racing fleet over the next many years and infused the Class with a wonderful enthusiasm over that time. Both made an immense contribution to the Class. Their contribution is perhaps best remembered on Marc Berthier's beautiful design for the Jean Paul Odero Trophy.

A letter from Bernard on behalf of ISMA at an early stage (extract below) set out to clarify the nature of the Six Metre Class that the owners wanted to see grow, develop and become a

Geneva, April 12, 1988

IYRU International
Yacht Racing Union
Secretary General
60 Knightsbridge
LONDON SW1X 7JX (UK)

Dear Sirs

I am writing to you on behalf of the International Six Metre Association.

At the General Meeting of our Class held on October 1 and 4, 1987 at Oyster Bay, where representatives of all significant Six Metre Fleet(s) were present, a fundamental discussion took place on the current situation and future orientation of the Class.

It was then almost unanimously considered that the Six Metre Class, though it is a "development class", should also remain an "amateur class".

This implies among other things that the cost of Sixes should be kept at a reasonable level and that some of the recent developments in the Twelve Metre Class should not be accepted. It can be noted that the preoccupation of limiting the costs of Six Metre boats always existed and is reflected, for example, by our class rule 33 (Exotic materials).

The Six Metre class has demonstrated its vitality during the last ten years as approximately fifty new boats have been built, most of which are regularly racing locally or internationally.

Even boats built ten years ago are competitive, and some of them proved to be very fast when equipped with wing keels, which is a development our Class has accepted.

Everybody agreed that at the General Meeting that the Class could be killed if some new hypersophisticated boats proved to be faster than existing boats.

The letter then moved on to the prevention of temporary Rule dodging in advance of the recently approved changes to the Rule being fully ratified via the lengthy due process of the Class and the IYRU



Pelle Petterson and Ian Howlett, Marstrand 1979

Tank test April 1988

long-lived healthy Class. Bernard Haissly and I first 'crossed tacks' I think, in 1983 at the Newport Beach Six Metre World Championship. There he identified that my possible contribution to the technical side of the Class in the future would be of much value and asked if I would become Chairman of the ISMA Technical Committee. This of course has been a role that I have fulfilled for many years.

By 1987 it had become clear that the checking of the building plans and actual construction of Six Metres had no place in the future business model of Lloyd's Register (Small Craft Division) and many of the more recently employed personnel did not seem to have the right sort of experience for that task. In parallel with that development, inappropriate managers of the Southampton office had been appointed by way of 'retirement' from their careers in Big Ships.

Hence it was decided that for the future, minimum scantlings based on the traditional weight values identified in the 1969 Lloyd's Blue Book for 'R' Class yachts would be taken into the Class Rule itself rather than being written in an adjunct document.

Equivalent weights were to be the only criteria relating different construction materials, and in fact I had proposed this as a sensible approach to Lloyd's Register at a meeting in the Southampton Office with some highly experienced surveyors some of whom were designers in their own right and who had themselves worked in prestigious yacht building yards involved in Six Metres. From their recollections, it seemed they could act very effectively as 'poachers turned gamekeepers', who could also offer valuable advice. In other words, they felt ideal for their current roles.

It should however be noted that the long-term contribution of Lloyd's Register to the Six Metre Class has been very positive. As far as I am aware no Rating Rule has ever endured without restrictions and control of the scantlings of its boats.

So it was that I embarked writing the Six Metre scantlings into the IYRU Class Rating Rule in conjunction with Lloyd's Register. Composite (GRP) Rules had already been produced by Gary Mull (and for the Eight Metre Class) who had been professionally commissioned by

the North American Fleet to carry out that work.

This turned out to be a rather arduous and time-consuming task, despite my familiarity with the ways of Lloyd's Register and its personnel, as a result of obtaining approval for my three aluminium Twelve Metres and by then, five composite Six Metres. What is more our Cottage in Beaulieu was only about half hour from the offices of Lloyd's Register in Oxford Street, Southampton, so meetings were readily made. However, by early 1989 all had been agreed between Lloyd's Register and myself and approved by the ISMA Technical Committee. The necessary changes to the Six Metre Class Rule were then presented by the writer to the ISMA AGM on 3 August 1989 in Marstrand at the World Championship.

A fundamental principle of the change in the Approval of Scantlings, made at my personal instigation, was that construction details submitted need not be accompanied by any plans for the yacht, hence there was no possibility of the transfer of any 'Design Details' such as shape or weight.

2026 EUROPEAN CHAMPIONSHIPS

at the Société Nautique de Genève from 15 to 24 June 2026.

Author: Fiona Brown Photos: Société Nautique de Genève

Société Nautique de Genève's mission is to promote water sports, support today's champions, train the next generation, bring together enthusiasts from all over the world in a unique and prestigious setting around unmissable events, and provide an atmosphere of camaraderie and conviviality for all its members. A pioneer in water sports since it was founded in 1872, the SNG, with more than 4,500 members, is the largest sailing club in Switzerland and one of the largest in Europe. A major player on the Swiss nautical

scene, the club passionately shares its values and its love of sport. It is with great pleasure that we welcome you to the International Six Metre European Championships 2026, to be held on the stunning waters of Lake Geneva. This prestigious event will bring together the finest sailors from across Europe and beyond, celebrating the enduring spirit of the Six Metre Class and its rich sailing heritage. Registration will open at the beginning of 2026, all the information will be available on the Club's website on the regatta

page. Note that a Swiss Open Championship will be held from 15 to 17 June. Registration for this championship is free for participants in the European Championship and can act as a training regatta.

For further information:
Société Nautique de Genève
Quai de Cologny 1
1223 Cologny, Switzerland
+41 22 707 05 00
info@nautique.ch

You can find all the information about the championship on the club's website: www.nautique.ch



JULY 15 - 24
2026



**INTERNATIONAL SIX METRE
EUROPEAN CHAMPIONSHIPS**



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SOCIÉTÉ NAUTIQUE
DE GENÈVE



Metre Worlds

FIN
HEL
NJK

2027

Nyländska Jaktklubben (NJK)
The club was founded in 1861. Its prime location in the heart of Helsinki offers easy access to all essential services. Pavilion on the Blekholmen was designed by the famous yacht designer and architect Gustaf Estlander 1900.

Nyländska Jaktklubben (NJK) is the ideal yacht club to host the Six Metre World Championship, thanks to its extensive experience and outstanding facilities. NJK has successfully organised

World Championships (Dragon, Six Metre, 12mR) in the past, demonstrating its ability to run world-class regattas. Its prime location in the heart of Helsinki offers easy access to all essential services, while the harbor is being renovated to provide even better facilities for sailors. With its rich sailing heritage and exceptional organisation, NJK ensures a top-tier championship experience.

Finland has one of the world's largest and most competitive

Six Metre fleets, with a strong tradition in the class. The fleet consists of both classic and modern Six Metres, actively competing in national and international regattas. Finns have achieved remarkable success, winning multiple World and European Championships over the years. The high level of competition, combined with excellent sailing conditions, makes Finland a leading nation in the 6mR class.

Save the date 8-14.8.2027

Wind 12 knots SW	Temp. 20° Celsius
Wave 1.25 metres	Current 0,5 Knots

Weather conditions

In early August, sailing conditions off the coast of Helsinki are generally favorable but can vary from day to day.

Wind: Typically blowing from the southwest or south, with an average speed of 4–8 m/s. Stronger gusts are possible, especially in connection with low-pressure systems.

Temperature: Daytime temperatures usually range between 18–22°C, but it can feel cooler at sea. Nighttime temperatures are often around 12–16°C.

Wave height: In sheltered areas, waves are moderate, around 0.2–0.5 metres. In more open waters, especially with southerly winds, wave heights can reach 1–1.5 metres.

Sea current: The currents in the Helsinki area are generally weak, typically below 0.5 knots. However, local variations can occur due to wind conditions and water level changes in the Baltic Sea.

Weather conditions can change quickly, so it's always advisable to check the latest forecast before heading out.

THE INAUGURAL MAHARADJAH TROPHY 4 TO 6 APRIL 2026

Author: Louis Heckly Photos: Katerina Katopis, Yves Ryncki

Legend has it that the Maharadjah's Trophy was carved from the left tusk of Kiki, the Imperial Elephant of the Rajah Pierre-Paul 1st upon his death in 2018, when per tradition, he was buried with his faithful pachyderm. The engraved ivory, delicately removed by the Kingdom's finest specialists, became a Perpetual Trophy between nations, to be contested in the International Six Metre Class.

It took seven years for this magnificent solid ivory cup to be presented for the first time. On April 4, 5, and 6, 2025, seventeen Six Metre yachts, representing six nations gathered at the Cercle de la Voile de Vevey-La Tour (CVVT), on the shores of Lake Geneva, for three days of intense competition,

laughter, sharing, and raclette.

Thirteen Classics, four Moderns, and some big names of the Class: the competition promised to be tough. And it was: First, the format. Race as many races as possible, no discards, no jokers, every point counts. Second, the context. The Maharadjah Trophy is the first regatta of the season, here, in Switzerland. Validating the technical choices made during the winter, getting back on track, and reinforcing crew cohesion are all integral parts of any restart.

After a day of training on Friday, followed by the official presentation of the Trophy during a friendly aperitif, we meet for a briefing on Saturday morning at 10:00. The weather? It'll be light

for this first day, but the sun is out, and the panorama of the upper lake, with the Alps in the background, is breathtaking.

The race committee, masterfully led by local François Thorens (NRO), manages to give us three races! In the cat-and-mouse game, Junior (SUI 77) is imperial in the Modern division with three wins, while in the Classics, we can already see who's comfortable in light airs: Dix Août (FRA 111), borrowed for the occasion by Mauricio Sánchez-Bella (Titia - ESP 72), Fun (FRA 11), Caresse (FIN 2), and Beausobre (SUI 15) are at the forefront.

Back ashore, the beer tap is flowing freely: It's been a warm day. Crew dinner followed: the Maharadjah's Raclette, some of



which was flambéed with apricot alcohol... A great moment of conviviality between the crews, where everyone celebrated until late into the night.

Sunday morning is earlier: Briefing at 09:00, and looking at the race zone, it's going to be fantastic! 10 to 14 knots, westerly. The Djeezupuhr pink hats provided the day before are going to be useful, as it's much colder out there! Unfortunately, this synoptic wind won't hold, and it is in a dying breeze that the race committee still manages to set four races...

Junior still dominates the Modern Division: 4 bullets, ahead of Irène (SUI 91) and Lillybelle (SUI 141) who were trying everything to

complicate the task!

In the Classic Division, Ossi Pajja aboard his Astrée III (FIN 80) comes back very strongly with two guns, but that will not be enough to secure a podium. Pierre Guex, at the helm of Beausobre had taken a slight lead the day before and maintains his 4th place overall. Third, skippering French boat Dix Août (FRA 111), Mauricio Sánchez-Bella is consistent, and his last two races prove it! He finishes just behind Caresse (FIN 2), Vincent Lienhart's varnished beauty, definitely very fast in light airs. Fun (FRA 11) to your servant, takes the overall victory without having won a single race! Consistency pays off!

Should we hold a final between the top finishers in each Division to award the magnificent trophy? We asked ourselves, but seeing Junior's superb clean sheet, we couldn't help but applaud his performance!

So, Junior, with 7 points out of 7 races, skippered by Bruno Engel, crewed by Canard, Mathieu, Kaspar & Yann gets it all!

The Maharadjah Trophy will now sit enthroned until next year at the Société Nautique de Genève, in the bulletproof glass cabinet originally intended for a certain America's Cup...

This is how legendary Trophies are made...

WHEN SIXES GREW WINGS

Ian Howlett on the birth of the Modern Six Metres

Author: Ian Howlett Photos: SailingShots by Maria Muiña, Ian Howlett and Fiona Brown



Further information on Appendages

The Editor has asked me to attempt to describe the advances made in the Six Metre Class during the 1980s, as during that decade design developments were made that had a more profound effect on performance than any that had previously occurred in this elderly Class with its very stable long-lived Rule.

Inevitably there is bound to be a very personal focus on my own experiences in the field for which I beg the readers' indulgence. This article should be read together with my WEGEMT Chapter on Appendages (scan the QR-code on the top of the page)

Although foreshadowed in the late 1930s by the Clyde based designer John G. Steven, (*Maida II* photos) the modern form of canoe body was defined in the late 1960s by Mario Tarabocchia of the S&S Design office, but the associated keels, although beautifully refined, elegant and integrated into the hull, had not in essence changed over many years. This was almost certainly the logical result of many years of careful tank testing with small models, that clearly indicated that

such was the best direction to pursue, along with the increased stability associated with the greater displacement of large hulls. Olin Stephens himself was quoted saying that he did not like the idea of 'cutting the water twice' ie having a distinctly separate rudder. Indeed, in the late 1970's conventional wisdom amongst Twelve Metre 'experts' was that rudders were for steering and not carrying side force.

The event that shook up all such thinking was, of course, the 1983 America's Cup in Newport R.I. scene of the dramatic victory of *Australia II* and her winged keel. Within the R&D of the *Victory* Syndicate we had identified the dramatic effect of wings on Twelve Metre keels via experiments conducted in the wind tunnel at Southampton University in 1981 and I, for one, expected wings to be standard wear for all the US Twelve Metres and some others in the next Cup. But within the *Victory* group we did not have the ability or means, either theoretical or experimental, to develop the concept as it was clear should be done.

Following that dramatic Cup Series in September 1983 it was apparent that Six Metres too, would in time adopt equivalent 'non planar appendages' and hence show improved performance. However, developing such keels for the Sixes proved challenging and one Six Metre in Australia which was completely re-designed by Ben Lexcen himself, and equipped with a keel that was clearly a small edition of that on *Australia II*, proved to be a disappointing performer.

Moving back in time now, in order to make sense of the story that follows, I will briefly describe how in Britain we became involved in the Modern Six Metre Class. By 1980 the focus of interest in the Six Metre Class seems to have moved from North America to Europe and the next 1981 Six Metre World Cup was to be held at Romanshorn on the Bodensee in Switzerland. 1980 had seen the first Twelve Metre British Challenge for the America's Cup since the embarrassment of 1964. Long term Metre boat and Cup enthusiast, Erik Maxwell decided that two of the principals from that



brave but naive Challenge, would benefit greatly by first learning the elements of how to race Six Metres properly in the major Regattas in Europe. He also felt from his own close observations of the racing in Newport, that the Twelve Metre *Lionheart* had far greater potential than had been demonstrated on the racecourse by a group who were still very 'green'.

Lionheart and her crew had been privileged to have a wonderful experience in June of 1979 of sailing in company with the Swedish Twelve Metre Challenge, match racing against *Sverige* in Marstrand. Enabling this to take place, we were hosted by 'Team Marstrand' an association of Hotels, Restaurants and Artists hoping that by such sponsorship of a Grand Event, their Season would be expanded in duration. Remarkably, *Lionheart* herself was sailed across the North Sea for her first competitive sailing. In passing it must be mentioned that this was my first experience of really racing on a Twelve, where the whole boat felt to be a living organism, as well as a racing machine, full of tension and excitement. It was unforgettable and in delightful circumstances;

thank you Pelle and Marstrand for so enriching our lives.

Whilst in that lovely sun kissed area just North of Gothenburg, we were kindly invited by Pelle Petterson to view his Maxi Yachts Factory, and during this visit, a large and most impressive towing tank model of his Twelve Metre design was to be seen hanging from the ceiling. This was clear evidence of some careful tank development in line with the same move to large models in the US.

We were also shown over Pelle's latest (second) Six Metre which was being fitted out to take part in the next Six Metre World Championship in North America, which was to take place from 4 – 12 September 1979 in Seattle. Pelle Petterson went onto win with *Irène* (S97), giving him back-to-back Six Metre World titles following his success at the 1977 Worlds, where he won with the first *Irène* (S91) in Marstrand.

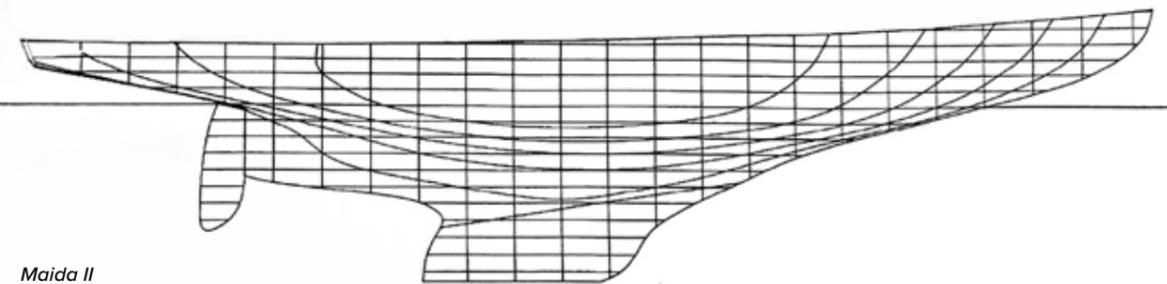
It was with this memory in the Autumn of 1980, that Pelle was contacted to see whether his previous, 1977 Six Metre might still be available for sale. It had however, already found a new owner in Switzerland, and as there appeared to be no other modern Six Metre available in Europe that appealed, Erik decided that it

would be most sensible to have a new Six designed and built.

His previous Six *Gosling* had been traditionally built by McGruers in 1971, (see Erik M and 6m Gosling eBISMA piece at <https://myemail.constant-contact.com/BISMA-Newsletter---October-2018.html?-soid=1102470514121&aid=ZZx-w5KEHMko>) and was the latest S&S Six Metre design but sadly she inherited all the problems associated with that unfortunate generation of 1970 Twelve Metres, that were in retrospect thought to have been slower than their 1958 Cup forbears.

For Erik's new Six a set of Six Metre lines, simply derived from those of *Lionheart* our known quantity, was drawn and became *K81 Kirlo*. The aim was to take part and do as well as possible in the 1981 Six Metre Worlds that was to be held at Romanshorn on Lake Constance in late August. Before the big Regatta itself, there were to be a several weeks of Six Metre Regattas at various Clubs around the Lake. Remarkably there were forty-five entries for the Worlds of which four were modern US Sixes shipped in for the event.

As well as the above untried *Kirlo* the well-known and much



Maida II

traveled US Six Metre *Razzle Dazzle* was imported by Six enthusiasts Philip Beck and Roger Hill, and after a few test sails in the Solent, the two boats headed for Switzerland on trailers drawn by ex USAF Crew buses.

Shortly after the launching of *Kirlo* it was apparent even in the dock that the primary sails that had been ordered from a UK loft were not in line with our Twelve Metre experience so three sails, a Dacron mainsail, a light genoa and a 1/2oz spinnaker were ordered directly from Six Metre experts North Sails in Alameda, to be delivered to Romanshorn. We had confidence that the luff curve of the new mainsail would fit our untried mast well, as we had tried a main from the same loft out of *Razzle Dazzle*'s substantial inventory. The crew comprised four who had sailed on *Lionheart* and a dinghy crew of Olympic standard.

On arrival it was immediately apparent that *Kirlo* was moving well as we tested upwind against a US Six, albeit with the sails that we had arrived with, but actually getting the boat around a course when racing was challenging,

and we became familiar with the sight of an experienced US boat winning the preliminary regattas. But we gradually improved and began to keep *Kirlo* close to her 'best' speed for much of the time and get round the course sensibly. The new sails arrived, looked good, and the bend of the mast was much tailored to suit the new mainsail via its two pairs of adjustable spreaders.

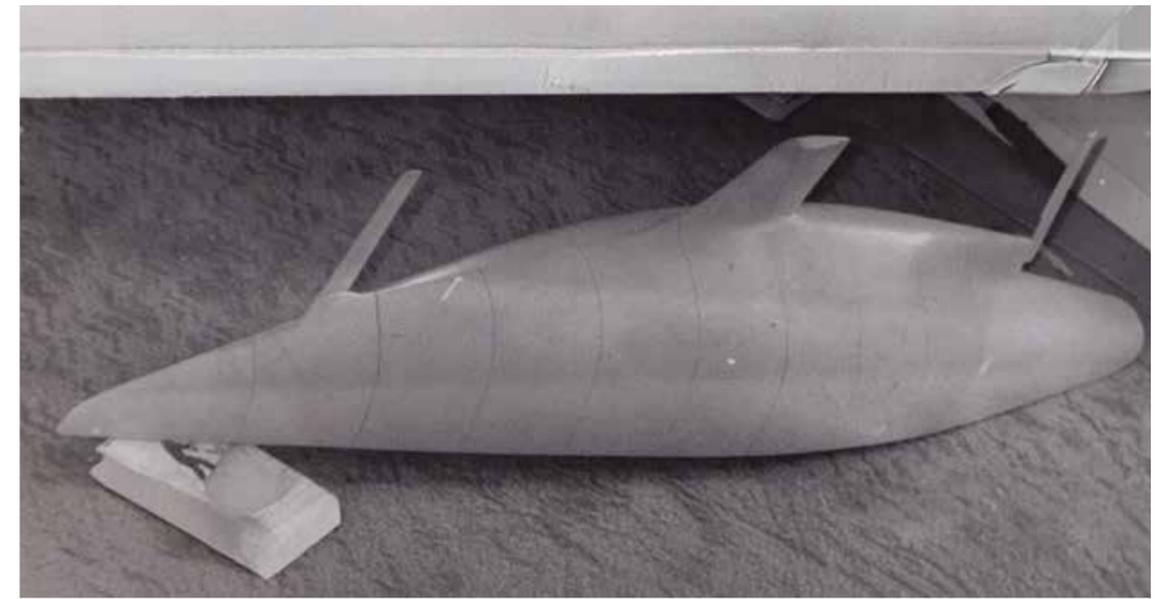
By the Championship Regatta we were probably going as well as any boat in all the conditions that we had met, as results in the World Cup races were to show. The shape of *Kirlo* had clearly left a favourable impression on the minds of other Designers as later events were to prove. 'Kirlo' went on to be taken down to Cannes for racing, before returning to Southampton on her marginal trailer.

Arriving in Helsinki for the European Championship, with the same crew on *Kirlo*, we found that the speed that had been found in Romanshorn seemed locked in, and we seemed best boat in that Regatta.

Kirlo then lay sad and unused until 1985 when she was brought

out to take part in an Open event in the Solent that had been brought about, as had Bisma itself, by the efforts and enthusiasm of Tim Street. No one else could have achieved such a feat and to have built a British Fleet of some quality for the future. His vision led directly to old Sixes becoming 'Classic Sixes' and to very helpful Swiss participation in these Regattas, and to later participation of several members of the British Fleet in events in Europe. It should be noted that the sponsorship of Famous Grouse was particularly helpful for the well-being of Bisma at this fragile stage.

In Continental Europe, and I understand in North America, Six Metre keel development was rather limited. However, the much missed Six enthusiasts Tony and Luca Bassani carried out most interesting tests in, I understand, a flume in Stuttgart, that great center of glider R&D. They ended up with a thin parallel-sided long chord with vertical leading edge, rounded toe and small tail bulb with the idea of producing a keel prone to laminar flow for their new Pelle design of hull, *Nivola*.



With that keel the boat certainly had its moments but did not seem an 'all round' solution. Moving on now to the final emergence of successful wing keels:

The keels cast for *St Kitts* and *Kirlo* in 1987 and fitted swiftly to *Thisbe* after their success in the 1987 British Championships, were direct developments of the keels fitted to *Perdita*, *Battlecry* and *Blade* in 1986. These were described by the author in his Seahorse article of May 1986 as having a 'bulbous vortex control tip'. The keels employed were chosen from a number of models tested in a series of towing tank tests carried out at 1/5 scale with models weighing some 35kg at the College Tank in Southampton. These tests were conducted for Edmond de Rothschild and Bill Whitehouse-Vaux, and later complemented by further tests, with new canoe bodies and various wing configurations on behalf of Tony Boyden.

The intention with respect to the 1986 keels was to produce the minimal possible interference drag with the winglets, hence the rear form of the bulb. These bronze 'tail feathers' were only fitted after careful evaluation with them absent and these wings were only fitted a few weeks prior to the British Championships in July.

The upwind performance of the boats was considerably

enhanced by the winglets and gave them good all-round, all-weather boat speed. *Battlecry* and *Blade* finished 2nd and 3rd in the Championships, behind *Kirlo* (1981) fitted with the new keel design which had a slightly lower centre of gravity. *St Kitts* herself was evidently however something of a 'breakthrough' as later events were to prove.

The particular configuration of fin/bulb/winglet that was fitted in 1987 was directly influenced by the author's experiences developing his Twelve Metre for conditions in Fremantle. The original design for *Crusader* was produced with a minimum of research and development, but when the alternative and expensively researched boat proved uncompetitive in real life, funds were made available to pursue keel and wing refinements for the author's design. The opportunity was taken to explore many unusual concepts at 1:4 scale which of course in terms of size would be equivalent to 1:2 scale for a Six Metre. In the boisterous conditions met in Fremantle windward speed is dominated by the stability requirement and this leads inevitably to thick sectioned inverse or bulbed fins which also respond well to an increase of winglet span.

When designing wings for Six Metres, the author was very

conscious of the need to retain good off wind speed for fleet racing and make the wings self clearing of weed. Tests on a pair of 'sisterships', *Notorious* and *J Cool*, conducted by a dubious Peter Norlin following the change of keel on the former for the 1988 season, indicated that there was no measurable difference between the boats downwind, but that there was no contest to windward. This was a most significant result, as the 1:5 scale towing tank tests did not indicate that this would be the case and had predicted considerably more resistance for a boat equipped with a winged keel.

The lesson of this new breed of keel was plain to see even in 1987, for each boat fitted with one of these keels won a race in the World Championships, each in very different conditions. Following on, *Battlecry* went on to win the 1987 Seawanhaka Cup over a good range of wind strengths and it should be noted that for match racing the fast tacking ability of this type confers a major advantage.

To quantify the gain that had been made, at that Regatta Paul Cayard told me that in a breeze, *St Kitts* (with a helm and crew new to the Class) was 1/3 knot faster through the water and 5° higher than the boat he was racing. This 1986/7 design of keel went on to be fitted to thirteen



different boats, has won more Championships than any other and has been passed down to other older boats giving them another lease of life. Of course its greatest success has been on *Fléau/Junior* which has the finest record ever seen in the Six Metre Class, a great tribute to her crew as well as the boat of course. But before the fitting of that keel, she had proved uncompetitive at the 1988 European Championships in Falmouth.

The original keel fitted to *Scoundrel* in 1989 has led a rich and varied life being regularly on and off that boat in the 1990s, winning the World Championship in 1997 in Cannes, examining closely the seabed off Hanko in 1999, and being dropped from a fork lift in Penryn Cornwall in 2000. It went on to be fitted to *Thisbe* (that boat's own 1987 keel is the only one cast that has been melted down so far) then on to *Duclop*. Perhaps this enduring keel will find yet another good home?

One powerful but unforeseen effect of wings on this keel, as no doubt on all such, was how they modified trim at high-speed rendering unnecessary the need to station, on some boats, a crewman on the stern deck, in big wind and waves.

My keel designs that have followed this 1987 Design have all been fitted with heavier bulbs (1600kg cf 1200kg) and keels of reduced area. None of these have been Tank Tested however their 'retro testing' using CFD (Computational Fluid Dynamics) in recent years has been very positive. They have been designed using my preferred technique, CSD (Common Sense Design), allied of course with some experience gained from several years of observation and feedback.

Following the success of this well-behaved winged keel, in 1988 we tested in the Towing Tank the full depth type of rudder that I had toyed with in 1973 for the Twelve Metres (at a scale

that was too small amongst other problems) and the results were very positive. The first to try such in real life was Bruce Owen (who had sponsored the tests) on his lovely wooden *Scoundrel*. From the earliest outing it was clear that such would become essential equipment on all modern racing Sixes. Not just faster upwind, and no slower downwind, the deep rudder enabled a precision of control that had previously been unknown in the Six Metre Class

I should however mention that when the rudder was first seen on the dock at Hamble Point Marina. Peter Bateman notable helmsman of *Perdita* and *Thisbe*, exclaimed

“*Ian, I do not know what you have been smoking, but really ...*”



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'THE FINNISH FLEET' IS GROWING AHEAD OF 'THE 2027 WORLDS

Author: Cecilia Sandman **Photos:** Sailpix, Erik Lähtenmäki

The six metre fleet in Finland remains active. In 2024, nine competitions were held, with a total of 18 boats participating. Of these, eight boats were highly active, taking part in nearly the entire series. Hangöregattan and Sinebrychoff Cup continue to be the most popular events of the summer, attracting 14 and 13 boats, respectively.

One notable trend in 2024 was the increase in younger crews joining the fleet. It's exciting to see this growth, with some boats that had been inactive in recent years now being sailed by the younger generation. Some of these sailors I used to race with in dinghies during my youth, while others come from different sailing backgrounds. It's encouraging to see that opportunities are

given to young people to get involved in the class. I think that Finland has a great mix of older and younger sailors. People are coming together to learn from one another across generations, which is beautiful!

Work is already underway for the 2027 Worlds, with the board collaborating with the organising club, Nyländska Jaktklubben (NJK), on the preparations. NJK is hosting the Dragon Europeans in 2026, which will serve as a warm-up for both the club and organisers ahead of the six metre Worlds the following year. However, this summer, we're also organising the Finnish Championships for both Sixes and Dragons at the same venue where the Worlds and Europeans will take place. This will give the

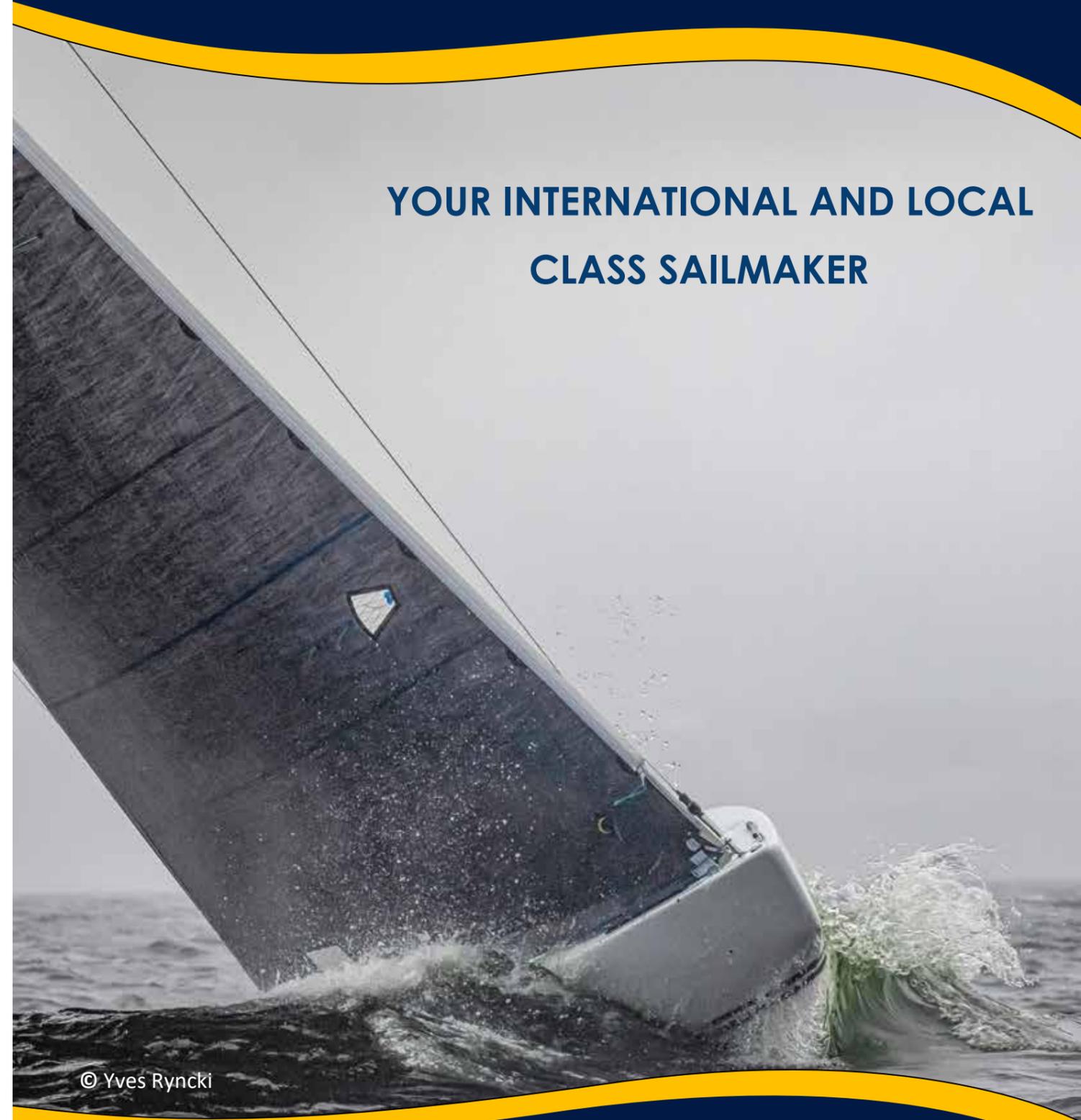
race management team valuable practice, especially with our new MarkSetBot racing marks.

We've also noticed that the upcoming 2027 Worlds is attracting more boats to Finland. In 2024, two sixes were brought to Finland, and one Finnish boat found a new owner who plans to compete in the Finnish ranking series this summer. Finland already has a large, active fleet, but there's even more potential—many boats are currently not racing. As we approach 2027, I'm confident we'll see more boats getting back into action and lining up at the starting line.

Wishing you a good season in 2025 and hope to see you all soon at the racing course.



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SPANISH FLEET CELEBRATES THE TENTH ANNIVERSARY OF ITS REBIRTH

Author: Mauricio Sánchez-Bella Carswell **Photos:** SailingShots by Maria Muiña

The 2024 season for the Spanish Six Metre Class fleet was one of steady progress. Notable achievements and a few key milestones have highlighted the fleet's continued growth and competitiveness.

The year's most significant event was the successful hosting of the European Championships in Sanxenxo, which undoubtedly stood as the season's highlight. The Real Club Náutico de Sanxenxo impeccably organised the regatta, drawing a competitive fleet. The event clearly demonstrated Sanxenxo's capability to host world-class yachting events even in challenging situations.

Among the championship highlights, Bribon, the boat representing **King Juan Carlos I**,

claimed victory in a fiercely contested fleet. While a moment of pride for the Spanish fleet, this win also emphasised the ongoing competitiveness and skill within the class, with Bribon's performance marking the culmination of careful preparation and experience in Six Metre racing.

2024 also saw a continued expansion of the classic division with the addition of a new boat to the fleet. This marks an exciting moment for the Spanish Six Metre class, as the growth of classic yachts indicates its enduring appeal and commitment to preserving its rich heritage. The fleet's classic boats and open designs continue to compete at a high level, demonstrating the blend of tradition and innovation.

Regarding overall performance, Spanish boats continued to show strong results in both the Classic and Open divisions, proving competitive at home and in international regattas. The fleet's versatility remains a key strength, with several Spanish yachts achieving top positions in high-profile events across Europe.

Looking ahead, 2025 marks a special anniversary for the fleet—the 10th year since the rebirth of the Six Metre class in Spain, a project spearheaded by the Real Club Náutico de Sanxenxo. This milestone will undoubtedly fuel further growth, and with several exciting projects on the horizon, the Spanish fleet looks forward to a promising future full of new challenges and opportunities.



GERMAN FLEET SMALL, BUT ACTIVE

Author: Martina Klemmt **Photos:** SailingShots by Maria Muiña

Whilst the German Six Metre fleet may have only three officially registered members at the current time, those three members are very active and compete regularly in local Yardstick evening races and events from the Verein Seglerhaus am Wannsee. In addition, there are four additional Sixes, who are not officially measured, but who regularly race under the handicap system.

For the 2025 season once again Marianne and Sinkadus will be competing in the club races on a regular basis and will also participate in the Max-Oertz Preis on 9 May 2025 at the ASV Berlin, the Havel-Klassik on 28 June also at the ASV, and the Edelholz regatta at Verein Seglerhaus am Wannsee on 19 and 20 July. Details of all these events will be available on manage2sail.com



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.

6metrearchive.org/donate

SailingShots by Maria Muiña



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

BRITISH FLEET FOCUSES ON SOLENT REGATTAS

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

Following the success of the 2023 World Championship in Cowes, British Sixes have continued to flourish on the international scene. At home 2024 was a relatively quiet season, but the fleet none the less had representation at the major Solent events throughout the season. For 2025 we are consolidating our official BISMA programme and focusing on four main events:

The Royal London Yacht Club Classic Regatta from 31 May to 1 June

The Royal Thames Yacht Club 250th Anniversary Regatta from 14 to 15 June

The two part British Open Championships, which will be raced on the Solent over the weekends of 19 to 20 July and 30 to 31 August.

Additionally there will be two training weekends in Plymouth during July and members of the fleet will be participating in other big UK regattas. For further information about sailing with the British Sixes please visit

6mr.org.uk



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STOP PRESS! BRAND NEW IAN HOWLETT SIX METRE TO RACE IN THE SEAWANHAKA WORLDS

Author: Ian Howlett Photos: Laurence Clerc



A New Six Metre Design for Rainer Müller is now under construction at The Aldeburgh Boatyard in Suffolk, England, and she will make her debut at the 2025 Worlds in Seawanhaka in the capable hands of reigning Open World Champion Jamie Hilton and his team.

Background

After helping so many Sixes 'get on their feet' again, and his extraordinary support and achievement in reinvigorating the Six Metre Class, it feels most appropriate that **Rainer Müller** should have decided to build a new boat for himself. It is a particular pleasure for me to be able to design a new Six Metre for such an owner.

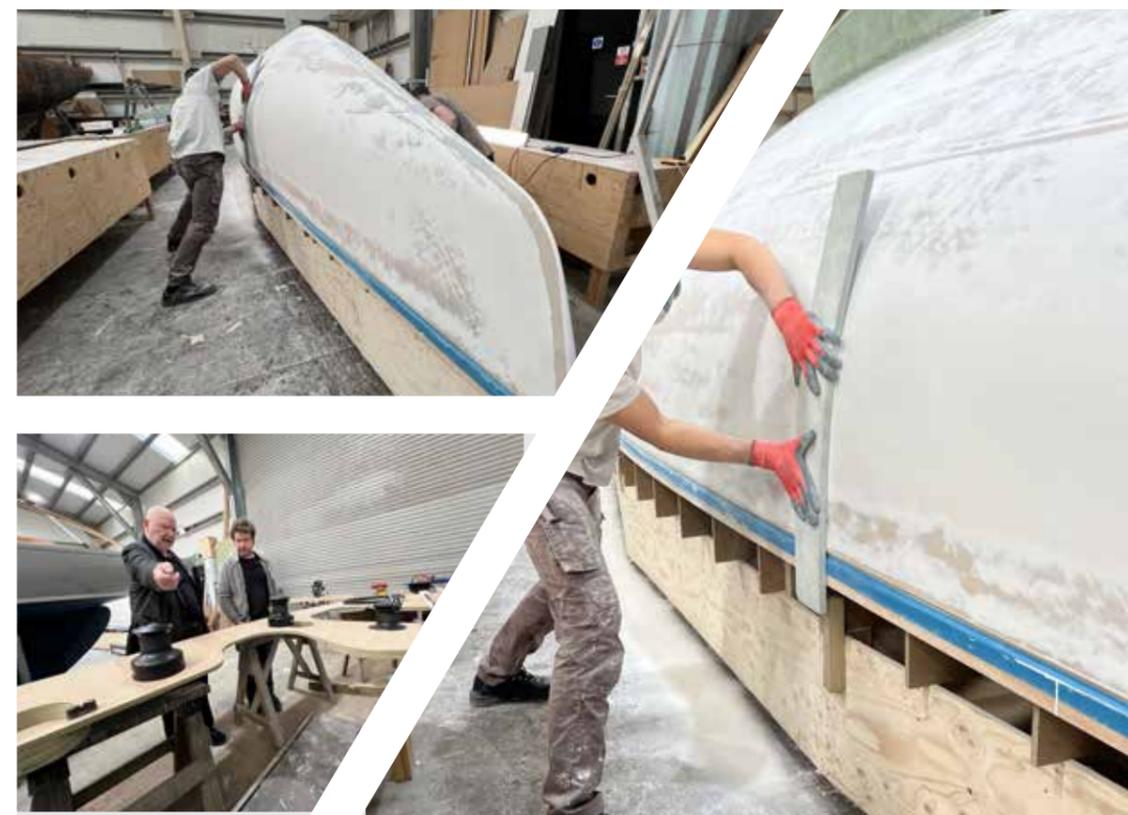
Privilege is a direct descendent of the Battlecry (1988) and Scoundrel (1989), boats that have shown good form in the last couple of years. And of course, they themselves were closely related to St Kitts (out of Victory '83) which was launched in 1987 and dominant in 1988 in the hands of her owner, **Philip Walwyn**.

Privilege will be the first Six launched to my designs for thirty five years, which is of course a working lifetime; a disturbing thought. Over that long period, I have been asked several times to design a new Six, but owners have been put off by my suggestion to them that potential gains are likely to be small, and a real breakthrough feels rather unlikely in a Class that has existed and been developed for so long. I have always avoided full size experimentation if possible as such can be very expensive in both time and money, as well as embarrassing with owners who are also good friends and who have trusted me to 'get things right'.

Following on from my 12m development tests that began in 1972, from 1984 to 1988, I

was very fortunate to be able to seek reassurance from the Towing Tank for my experiments with Six Metre hull and keel designs. Such provided very useful direction as to how to proceed, but since that time, the World has of course moved on with spectacular advances in the power and speed of computers. Hence the logical assessment technique for Design evaluation is now that of Computational Fluid Dynamics, using very powerful machines. Work on a new Six has been carried out at Cape Horn Engineering in Portsmouth since early 2020, with seven different hull forms being tested and a number of keels and wing configurations. As with tank data it is essential to establish a substantial CFD background from which to judge developments and there are no short cuts for this.

Without the assistance of my friend the distinguished Naval Architect, **Andy Cloughton**, the work would not have been possible at all, nor of course without the generous funding by Rainer. Andy and I met at the University of Southampton in



the early 1970s, and it was Andy who conducted the tank tests so beautifully for me at the College Tank, back in the 1980s. Properly structured and carried out with the correct methodology (sadly that is a rarity) such tank work can be a very rewarding and satisfying process and in my case enabled a real 'feel' for what was going one with the variations tested.

My own background is that of a great deal of 12m R & D in a variety of towing tanks, small and large, including the Lamont (Southampton University), College (Southampton), Marin (Wageningen), No 1 Haslar and Insean (Rome). Several Wind Tunnels have also enabled good work on 12m rigs. The principal lesson that I would draw from all such work is that it is the people that carry out the work that are of prime importance, not the facility itself.

Privilege

In terms of proportions the new Six is positioned rather as 'Kirlo' was in 1981, being on the light end of the current fleet. She is

intended to have no 'weak spots' and should get along downwind with the best. She is intended to be a good boat for tactical sailing with good acceleration and a fast bow down mode, whilst also retaining the ability to point high. Her sail area is much the same as that on my previous designs.

She is being constructed with hull and deck cores of strip plank Sitka Spruce, imported from Vancouver, with skins of epoxy glass supplying the necessary transverse strength. That is the construction technique that I introduced to the Six Metre Class with St Kitts in 1987. At that time, of course, full approval by Lloyd's Register of Shipping had to be obtained for both plans and the actual construction in the yard.

Privilege is being built to the highest standard by **Matt Lingley** and his fine team at the Aldeburgh Boatyard. We have worked together on many Six Metre projects over the years. Matt's great skill in managing NC machining and the like is a very great asset in so many aspects of construction today. In contrast, when Kirlo was built, I personally

hand lofted her body plan and the frames were cut out with a jig saw. How things have changed.

As with her predecessors she is intended to be a handsome craft that will draw admiring glances for her looks as well as her speed. Fingers crossed.

Around the turn of the New Year the intended build time for the project was foreshortened when the decision was made to take the new boat to the 2025 Worlds in Seawanhaka. She will be sailed by the highly accomplished group, led by **Jamie Hilton**, who raced Scoundrel so effectively in 2023 at Cowes and this group have also specified her deck layout, equipment and rig.

Those contributing to the build at this end will do all we can to make things work out well for them, as racing a new and untried boat in a major Regatta is a considerable challenge.

The pleasure and excitement of seeing a new Six take shape had almost been lost in the 'Mists of Time', so above all Thank You Rainer for making this possible.



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INTERNATIONAL SIX METRE PROGRAMME 2025

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

2025

26-27 Apr	Sanxenxo, Spain	Spanish Six Metre League 2	rcnsanxenxo.com
2-4 May	Palma, Mallorca	PalmaVela	palmavela.com
3-4 May	Geneva, Switzerland	Championnat de Série 6MJ	nautique.ch
16-18 May	Sanxenxo, Spain	Spanish Six Metre League 3	rcnsanxenxo.com
17-18 May	Rolle, Switzerland	Coupe de la Harpe	snrolloise.ch
22-25 May	Toulon, France	Toulon Provence Regatta	toulonprovenceregatta.fr
23-25 May	Arenal, Mallorca	Arenal Cup 1	cnarenal.com
31 May - 1 Jun	Cowes, UK	Royal London Yacht Club Classic Regatta	rlyc.org.uk
13-15 Jun	Konstanz, Switzerland	Bodenseewoche	internationale-bodenseewoche.com
14-15 Jun	Helsinki, Finland	Helsinki Regatta	helsinkiregatta.fi
14-15 Jun	Cowes, UK	Royal Thames Yacht Club 250th Anniversary Regatta	royalthames.com
8-29 Jun	Versoix, Switzerland	Coupe Kim	cnv.ch
20-22 Jun	Sanxenxo, Spain	Spanish Six Metre League 4	rcnsanxenxo.com
21-22 Jun	Oyster Bay, USA	Seawanhaka Six Metre Regatta 1	seawanhaka.org
12-14 Jun	Arenal, Mallorca	Arenal Cup 2	cnarenal.com
21-22 Jun	Kreuzlingen, Switzerland	Silber Cup	sv-kreuzlingen.ch
27-29 Jun	Helsinki, Finland	Finnish Championship	njk.fi
4-6 Jul	Plymouth UK	British Six Metre Training Weekend	chair@6mr.org.uk
4-6 Jul	Hanko, Finland	Alfons Håkans Hangöregattan	hangoregattan.fi
11-13 Jul	Arenal, Mallorca	Arenal Cup 3	cnarenal.com
11-13 Jul	Sanxenxo, Spain	Spanish Six Metre League 5	rcnsanxenxo.com
19-20 Jul	Oyster Bay, USA	Seawanhaka Six Metre Regatta 2	seawanhaka.org
19-20 Jul	The Solent, UK	British Six Metre Championship - Leg 1	6mr.org.uk
15 Aug	Helsinki, Finland	Sinebrychoff Challenge	njk.fi
16 Aug	Helsinki, Finland	Viaporin Tuoppi	viaporintuoppi.fi
16-17 Aug	Oyster Bay, USA	Seawanhaka Six Metre Regatta 3	seawanhaka.org
22-24 Aug	Helsinki, Finland	Champagne Regatta HSS	helsinkisailing.com
30-31 Aug	Helsinki, Finland	Brändö Seglare Classic Regatta	brandoseglare.fi
30-31 Aug	The Solent, UK	British Six Metre Championships - Leg 2	6mr.org.uk
12-14 Sep	Sanxenxo, Spain	King Juan Carlos Regatta and Spanish Six Metre League 6	rcnsanxenxo.com
13-27 Sep	Oyster Bay, USA	Six Metre World Championship 2025	2025.6metreworlds.com
22-27 Sep	Cannes, France	Régates Royales	www.regatesroyales.net
10-12 Oct	Lake Geneva, Switzerland	Les Voiles d'Ivoire	lesvoilesdyvoire.com
18-19 Oct	Sanxenxo, Spain	Spanish Six Metre League 7	rcnsanxenxo.com
25-25 Oct	Corsier, Switzerland	La Fete des 6MJ	yccp.ch
15-16 Nov	Sanxenxo, Spain	Spanish Six Metre League 8	rcnsanxenxo.com
2026			
15-24 Jun	Lake Geneva, Switzerland	Lake Geneva, Switzerland Six Metre European Championship	6metre.com
2027			
8-14 Aug	Helsinki, Finland	Six Metre World Championship	6metre.com





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