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The Official Magazine of the International 5.5 Metre Class



**NATIONAL REPORTS**  
**THE OHLSON PROJECT**  
**ENOSHIMA REMEMBERED**  
**ARTEMIS XIV DOES THE DOUBLE**  
**WARREN MUIR INTERVIEW**  
**ORIGINS OF THE 5.5 METRE**

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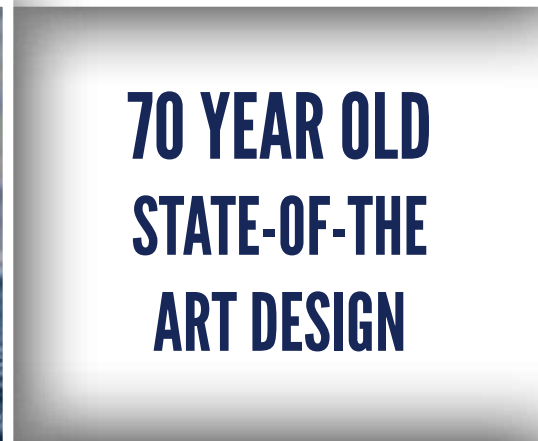
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Artemis XIV is the undisputed champion of 2019 and 2020 with back to back wins in both the Scandinavian Gold Cup and the World Championship in Helsinki and then Newport, a feat only managed once before, and that was by skipper Kristian Nergaard.









**Trial was built in 1951 to try to qualify for the Helsinki Olympics. She finished second in the trials, and was sailed until the 1990s when she was allowed to deteriorate. Then she was rescued and renovated, which was completed in 2017. One of the fastest Classics at the Helsinki worlds, she won the trophy for the leading boat with attached keel, and just a few points behind the overall Classic winner with detached keel.**







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THE OPENING DAY OF THE 2020 SCANDINAVIAN GOLD CUP ON THE PALM BEACH CIRCLE WAS ONE OF THE MOST MEMORABLE DAYS THE 5.5 FLEET HAS HAD IN MANY YEARS...AND PRODUCED SOME OF THE BEST IMAGES OF THE EVENT.

# Editorial

**I**t has been a great pleasure to put this magazine together during the winter months in the northern hemisphere, reliving all the great moments of the past year of racing in the class, at some great venues around Europe and in Australia.

Following last year's 70th Anniversary Yearbook, this magazine is the first of what will hopefully be a regular annual publication for the class. To be successful it needs the support of both advertisers and contributors, so we hope that this format proves useful to everyone and a great tool to promote the class at your club and across your country.

We have tried to balance the content with looking back at the 2019 season, with some technical articles, some interviews and some previews of what to expect in 2020.

Most of the national reports mention growing interest and growing boat numbers. This is also the message in many of the interviews and articles in this issue, which repeat the fact that the class is on an upward spiral at present with more interest currently than for many years.

The principle content focuses on the recent two Scandinavian Gold Cup and World Championships in Helsinki and Newport, both dominated by Kristian Nergaard and his team on Artemis XIV.

There are many ways into the 5.5 Metre class and the Helsinki events proved that the joy of owning a Classic 5.5 Metre is still very much alive, racing alongside an equal number of Moderns, and even showing a few transoms in the right conditions. In Newport the focus was on the emerging

fleet of Evolutions, as the Australian class continues to reinvigorate itself.

There are three diverse, yet connected, interviews in this issue: Petter Fjeld, who is selling up for a while, Colin Ryan, who is coming back into the class, and Warren Muir who designed boats sailed by both of them. All three converged on Newport in January.

Coming off the back of an extremely successful and fruitful world championship in Australia at the start of the year, the International 5.5 Class has planned a fantastic range of events through 2020 including several traditional haunts, as well as new locations on lake and open sea. We continue to hope that as much of the schedule as possible can go ahead uninterrupted.

Finally, thanks to everyone who contributed to this issue, especially the advertisers who collectively made it possible.











# COCKTAIL AND DOCK PARTIES RPAYC - JANUARY 2020





# Artemis XIV wins Gold Cup and Worlds double



SIX MONTHS AFTER WINNING IN HELSINKI, **ARTEMIS XIV** DOMINATED BOTH THE **2020 SCANDINAVIAN GOLD CUP** AND **WORLD CHAMPIONSHIP** AT THE ROYAL PRINCE ALFRED YACHT CLUB AT NEWPORT, ON PITTWATER, RACING ON THE ICONIC PALM BEACH CIRCLE

**T**he 2020 Scandinavian Gold Cup and World Championship returned to Australia for the first time in 15 years and was raced for on the Palm Beach Circle, at the head of Pittwater, just north of Sydney. The host club, the Royal Prince Alfred Yacht Club, in Newport, is the hotbed of 5.5 Metre racing in Australia and its members have orchestrated a revival of the class in Australia in recent years, with more than 10 boats now racing at the club.

After winning the Scandinavian Gold Cup in both 2018 and 2019, and the World Championship in 2019 just five months earlier, Kristian Nergaard, sailing *Artemis XIV* (NOR 57, Kristian Nergaard, Johan Barne, Anders Pedersen), was the outright favourite, as well as eyeing up the Gold Cup triple, a feat only achieved once in the history of the event, and that was by Nergaard from 2008-2010. However it went

better than any of them could have expected.

*Artemis XIV*'s main competition was expected to come from *New Moon II* (BAH 24, Mark Holowesko, Christoph Burger, Peter Vlasov), but they had turned up in a brand new boat and spent most of the first week fine-tuning. *Ali Baba* (BAH 23, Craig Symonette, Flavio Marrazi, Will Alloway), while not eligible for the Gold Cup, turned out to be the main challenger for the world title and was the only boat still capable of taking the title away from the Norwegians in the final race.

## SCANDINAVIAN GOLD CUP

The 93rd Scandinavian Gold Cup opened with a spectacular onshore breeze with clear skies and with the wind rising from 20 knots at the start to 30 knots mid race. It was borderline sailing with most boats in trouble at some point, and half the fleet pulling out.

*Beta Crucis* (AUS 63, Martin Cross, Bob Stoddard, Martin Bunch) dominated the race, leading at the first mark and extending round the first two laps. Several boats soon pulled



**Above and left:** Artemis XIV won the 2020 Scandinavian Gold Cup with three straight wins  
**Right:** Beta Crucis took three second places in the Gold Cup and narrowly missed winning the first race • **Middle right:** Girls on Film and New Moon II • **Top right:** Shaolin picks up a big surf in Race 1 of the Gold Cup



out with gear failure and with the wind gusting 27 knots *Beta Crucis* built a nice lead on *New Moon II* and *Artemis XIV*. *New Moon II* found second gear on the final round to close the gap but couldn't quite catch *Beta Crucis*. But in these conditions it is not over until it is over and *Beta Crucis* lost their 200 metre lead in the closing stages after broaching on the final gybe to watch helpless as *Artemis XIV* sailed past to take the first victory.

If luck played a part on the first day, on the second, *Artemis XIV* put on a clinical performance to take two emphatic race wins, to successfully defend the Gold Cup in the minimum time, in this first to three wins format.

Against the backdrop of the catastrophic Australian bush fires, the second day of the Scandinavian Gold Cup was one of the days which turned smoky. The wind had turned to the



#### SCANDINAVIAN GOLD CUP 2020

1	NOR 57	Artemis XIV (Kristian Nergaard, Johan Barne, Anders Pederson)	1	1	1
	AUS 63	Beta Crucis (Martin Cross, Bob Stoddard, Martin Bunch)	2	2	2
	BAH 24	New Moon (Mark Holowesko, Peter Vlasov, Christoph Burger)	3	3	3
	GBR 40	Girls on Film (Peter Morton, Andrew Palfrey, Andrew Mills)	ret	dnf	4
	SUI 209	Otto (Bent Christian Wilhelmsen, Lasse Berthelsen, Luka Strahovnik)	ret	4	dnf
	SUI 226	Shaolin (Cyrus Golchan, Andreas Kindlimann, Hans Von Werdt)	ret	dnf	5



was back in the lead at the top. However, again it didn't last. *Artemis XIV* went deep on the second run, pulled through and rounded the left hand gate. It was all but over. With *New Moon II* favouring the left for the first time, when they came back together near the top *Artemis XIV* had enough of a lead for a comfortable last downwind to take their third race win in a row and also their third Scandinavian Gold Cup in a row.

Nergaard's win this year represented his ninth Scandinavian Gold Cup victory as helm and 12th overall, after winning three times as crew.

south, and built to just over 20 knots, producing some long surfing waves and also bringing with it a lot of smoke from the south-east of the country. The coastline was curtained in a thin haze that reminded everyone of bigger problems further afield.

In the first race *Artemis XIV* had things much their own way, winning the pin and leading from the left all the way. *Beta Crucis* tried the right on the final upwind and closed the gap to finish second, and that is what defined the third race.

Again *Artemis XIV* won the pin but were initially held out to the left. *New Moon II* had tacked off to the right soon after the start and when they came back they crossed the fleet. But it was all very close. At the top, *Beta Crucis* held a small lead but *Artemis XIV* came through on the run and rounded the right gate while *New Moon II* rounded the left and headed inshore. *New Moon II* fared best and







**Above:** Start on Day 5 • **Far right:** Clark Kent and Marotte • **Lower Right:** Zicca • **Below:** Ku-Ring-Gai

### CLASS CUPS

Sunday also marked the start of the Hankø Evolution Cup and the Royal Kaag Classic Cup. On Monday, the conditions on the Palm Beach Circle were in complete contrast to the past two days with light onshore winds, a very bumpy and confused sea and low grey cloud. The day even started with some very light rain, enough to bring a coating of wet ash. The left side seemed favoured with some big moves through the fleets in the tricky and unstable conditions.

It was still light on the third day with a very long swell and a shifting wind. The cloud was still low with bad visibility and smoky skies keeping everything grey and gloomy. However later in the day the wind rose to 10-12 knots at times from the north-east.

**Ku-Ring-Gai** (AUS 62, John Bacon, Terry Wetton, James Mayjor) took the first four races in the Hankø Evolution Cup and wrapped it up with a second place on the final day to head home early with the job done. **Rhapsody** (AUS 35, Thomas Spithill, Chris Links, Heath Walters) missed the first day with gear damage, but two second places and then two wins on the final day brought them back up to second overall.

The Royal Kaag Classic Cup was a classic battle between two sister boats from opposite ends of the planet. The multiple former winner **Carabella** (ITA 73, Alfredo Delli, Gianluca Marolli, Claudio Mazzanti) was neck and neck with **Baragoola** and it came down to the final day with no discards allowed. **Baragoola** needed to win both races and she did that to level the score and win the cup on countback.



The Royal Prince Alfred YC had also offered the valuable Alfred's Gold Cup to the class for the warm up regatta. Craig Symonette had teamed up with six-time world champion, Flavio Marrazi, on board **Ali Baba** (BAH 23, Craig Symonette, Flavio Marrazi, Will Alloway), and the experience clearly showed with two race wins on the first day. However, on the second day, consistency for **Clark Kent** (NOR 64, Petter Fjeld, Christen Horn Johannson, Thomas Borgen) left them the surprised winners



**Mark Holowesko** "It's the first time we have raced the new boat. We have trained in it but now we have fiddled with a few things we are starting to feel a bit more comfortable. We are getting up to good speed. We haven't spent enough time racing this boat to get out all the kinks and work out all the measurements.

The front and stern are sloped differently so we can't just take the same measurements from our old boat. So it's taken us a good week to sort it out. In theory there is not much changed beneath the waterline but the chines are a bit different. With the chines on a heel it extends your waterline a little bit. The back of the boat is slightly different to help you catch waves a bit easier and I think you could see we had good downwind speed."



### Hanko Evolution Cup 2020

1	AUS 62	Ku-Ring-Gai (John Bacon, Terry Wetton, James Mayjor)	1	1	1	1	2	dnc	13
2	AUS 35	Rhapsody (Thomas Spithill, Chris Links, Heath Walters)	7	dnc	2	2	1	1	20
3	AUS 64	Black Magic (Andy Macphail, Jamie Macphail, Simon Smith)	2	7	3	3	4	2	21
4	GER 69	Arunga VIII (Joachim Fluhrer, Jorg Sonntag, Jonathan Fluhrer)	7	7	4	4	6	3	31
5	AUS 32	Skagerak (Steve Brajkovich, Phil Smidmore, Tim Ellis)	3	ret	5	5	5	dnc	32
6	GER 106	Marotte (Wolf-Eberhard Richte, Beata Kalkoarski, Robert Hart)	4	7	6	dnc	3	dnc	34

### Royal Kaag Classic Cup 2020

1	AUS 26	Baragoola (Jason Antill, Damian Macey, Larry Eastwood)	1	1	3	3	1	1	10
2	ITA 73	Carabella (Alfredo Delli, Gianluca Marolli, Claudio Mazzanti)	2	2	1	1	2	2	10
3	AUS 24	Kings Cross (Scott O'Connor, Steve McConaghy, David Taylor)	3	dns	2	2	3	3	17

### Alfred's Gold Cup 2020

1	NOR 64	Clark Kent (Petter Fjeld, Christen Horn Johannson, Thomas Borgen)	5	3	2	2			12
2	BAH 23	Ali-Baba (Craig Symonette, Flavio Marazzi, Will Alloway)	1	1	3	dnc			18
3	AUS 63	Beta Crucis (Bob Stoddard, Martin Cross, Martin Bunch)	3	4	8	4			19
4	BAH 22	John B (Gavin McKinney, Lars Horn Johannessen, Matthias Dahlman)	6	8	5	1			20
5	SUI 226	Shaolin (Cyrus Golchan, Andreas Kindlimann, Hans Von Werdt)	7	2	6	5			20
6	SUI 201	Zicca (Tobias Isler, Rob Schrivenor, Will Mackenzie)	4	6	9	3			22
7	AUS 60	Ku-Ring-Gai III (Matt Crawford, Rob Crawford, Matt Visser)	2	5	7	ret			27
8	GBR 40	Girls on Film (Peter Morton, Andrew Palfrey, Andrew Mills)	dnc	dnc	1	ret			38
9	GER 79	Prettynama (Max Muller, Wiebe de Witte, Mark Dangel)	8	7	10	ret			38
10	BAH 24	New Moon (Mark Holowesko, Peter Vlasov, Christoph Burger)	dnc	dnc	4	ret			41
11	SUI 209	Otto (Bent Christian Wilhelmsen, Lasse Berthelsen, Luka Strahovnik)	dnc	dnc	dnc	dnc			50
11	NOR 57	Artemis XIV (Kristian Nergaard, Johan Barne, Anders Pederson)	dnc	dnc	dnc	dnc			50



## WORLD CHAMPIONSHIP

Then it was on to the 2020 World Championship. The fleet included 12 Moderns (built after 1993), nine Evolutions (built between 1970 and 1993) and three Classics (built before 1970).

The opening race was sailed in a moderate southerly on the Palm Beach Circle with *Artemis XIV* leading from start to finish. With the wind increasing to 14-18 knots and a big sea state, the it was a great test for everyone. The right side was favoured with *Artemis XIV* and *Girls on Film* (GBR 40, Peter Morton, Andrew Palfrey, Andrew Mills) early across while *New Moon II* started at the pin and crossed over later. *Artemis XIV* rounded the top mark in the lead and was never headed, while *Girls on Film* passed *New Moon II* on the second top mark to finish in the order.

The second day opened with a building north-easterly, clearing skies and rising temperatures. Racing started on time with Race 2 sailed in 8-10 knots and Race two in 10-14 knots with the full north-easter only beginning on the final upwind to around 16 knots, and then a great sail downwind into Broken Bay in the increasing breeze. Temperatures also built during the day to around 30 degrees. Pretty much everyone returned to the Royal Prince Albert Yacht Club, happy and satisfied after a great day of sailing.

*Artemis XIV* picked up where they left off the previous day with an emphatic win in Race 2, leading at every mark and extending away from the fleet. Behind them, there was a battle between three or four boats in the light wind and long legs. Eventually *Ali Baba* emerged in second with *Ku-Ring-Gai II* (AUS 60, Matt Crawford, Rob Crawford, Matt Visser) sailing a great last beat to finish third in their first event together as a team.

With the wind increasing the front-runners changed, with *New Moon II* finding some pace to round the top mark just a boatlength ahead of *Artemis XIV*. It remained even down the first run, but with the left increasingly paying in the building breeze they moved ahead and extended on the second downwind and up again to the finish for a win of nearly a minute. Fellow Bahamians *John B* (BAH 22, Gavin McKinney, Mathias Dahlman, Lars Horn Johannessen) also sailed a great

final upwind to cross second while *Artemis XIV* was third.

After three races, *Artemis XIV* had consolidated their lead from *Ali Baba* and *New Moon II*.

The next day turned into a day off with a very strong overnight southerly change bringing strong southerly winds early morning, much reduced temperatures and rain. At the scheduled race time there were 2-3 metre breaking waves, and the fleet was held onshore for two hours to wait for the sea state to abate. Bravado from some sailors to go sailing did not influence the race officer, who was prepared to wait it out. So the fleet waited around the club all morning in the hope that racing would take place in the afternoon. But it wasn't to be. Though the fleet was released, they were soon called back to the club when the committee boat met huge seas rounding Barrenjoey Head.

When racing resumed on the Sunday, *Artemis XIV* again extended their lead. The first race got away in 7-8 knots but for most of the race this was down to 3-4 knots with painfully slow progress through the huge waves left over from Saturday's strong winds.

*Shaolin* (SUI 226, Cyrus Golchan, Andreas Kindlimann, Hans von Werdt) got the best pressure out of the first start and were never headed, leading round from *Girls on Film*, which closed right up on the second upwind. Races are often







won and lost on a single decision and **Shaolin** gybing to meet some new breeze was one of those. The wind shifted and strengthened to 9-10 knots soon after final gybe allowing **Shaolin** to sail away for a comfortable win, while **Artemis XIV**, who had rounded the first mark in sixth and the gate in third, also took advantage of the shift to move into second, after **Girls on Film** had gone further right and lost distance.

At the finish the wind again died to 3-4 knots and the fleet waited afloat for more than an hour as the wind puffed and sucked. Eventually the race officer's patience was rewarded with a rain front that brought 14-16 knots of breeze. He hastily got the fleet away hoping it would last.

Most of the fleet tacked onto port after the start of Race 5 and headed right into the increasing cold rain and larger waves brought by the wind. **Ali Baba** rounded just ahead of **New Moon II** and **Artemis XIV** and the wind maintained its strength downwind and most of the second upwind before dropping off to 6-7 knots again. While the leaders stayed



**Will Alloway**, "It's been a great couple of weeks, training before the worlds as well."

"I am really enjoying sailing them. The boats are super tweeky. The moderns are very similar in boatspeed, so almost a one-design class. But it's really nice sailing them with a bit of development mixed in, providing very exciting and fun racing."



right, there was a big left shift, which enabled **Girls on Film** to recover from 15th at the top to fourth at the finish, while **Rhapsody** dropped from fifth to 13th by staying right.

With one day left **Artemis XIV** had a lead of nine points from **New Moon II** and **Girls on Film**.

The final day was a thriller, with the sunshine returning and some close and tricky racing. While the forecast was not far off, the day promised more than it delivered with clearing skies, rising temperatures and a north-easterly breeze. However in contrast to previous days the nor'easterly never rose above 8-10 knots and spent most of the day struggling to build to more than 6-7 knots.

After being called on the course side in the first race of the day, Race 6, **Ali Baba** succeeded in returning and then being fastest to the top mark. Followed by **Artemis XIV**, they then followed the pressure out to the right, only to have the left come in strong. Leading the left pack were **Prettynama** (GER 79, Max Müller, Mark Dangel, Wiebe de Witte), who held onto the lead downwind to win the race by less than a boatlength from **Ali Baba** and **Zicca** (SUI 201, Tobias Isler, Rob Schriener, Will MacKenzie). **Artemis XIV** fared worse and ended up fifth across the line, which meant the championship would go down to the final race.





While most favoured the left again in Race 7, **Ali Baba** headed right after a bad start. Only **Ali Baba** could now beat Artemis XIV to the title, and they had to win the race. They both ended up going to the right and when the fleet came back together they were both mid fleet. It looked like game over. **Ali Baba** showed exceptional speed to climb to fifth, but couldn't get near to the leaders. **John B** led the race at every mark to score their first win of the championship while the others scabbled for every point, as the podium places

**Peter Vlasov**, "Very exciting. There were five boats that could make it onto the podium and so it went. Kristian knew that if he came fourth or less then that would seal the world championship for him. And then the battle really began during the end of Race 1 today leading into Race 2, because it was all down to the wire. Whoever ended up ahead was going to win silver and bronze."

"For us it was exciting because it was all tacking duals. Our fellow Bahamian, Gavin McKinney decided to declare World War Three which we promptly won, and then we got into this tacking dual at the very end, leading up to the finish with Morty (Girls on Film) and his cool crew and we are talking millimetres. We crossed the finish line ahead of Morty by maybe 10 cm. It was beautiful. We are very excited to have fought for this silver medal.

"I am happy to say that this was an awesome world championship. I don't know what we are going to have to invent to come back to Sydney, very soon. Something very good."



**Jason Antill** "It's fantastic that our sister ship Carabella has been brought back to Australia by Alfredo Delli and his team, from Italy. The boat has come back in much better shape than when it left from what I understand."

"For us to be able to have the competition against Carabella is just fantastic. We pride ourselves on trying to mix it with some of the Evolutions over the last few years, which we have done pretty well, but we've made a big effort, and Larry in particular has made a big effort to try and get the hull and the aesthetics of the boat up to represent the classics. We have put a lot into making the boat as competitive as we can and we are so happy what we have been able to achieve."



were extremely tight. **Girls on Film** looked to have the initial advantage and was second at the gate. However **New Moon II** initiated a tacking dual up the final beat and coming into the line there was nothing to separate the two boats. In a photo finish, **New Moon II** crossed just inches ahead of **Girls on Film**, enough to take the silver for the second year running, while fifth for **Ali Baba** was enough for the bronze, on equal points with **New Moon II**.

Discarding the final race, **Artemis XIV** had successfully defended their world title.

Kristian Nergaard seems intent on setting new records in the class. In the whole 76-year history of the 5.5 Metre, he is the only skipper to have ever won back to back titles in both the Scandinavian Gold Cup and the world championship. Now he has repeated that feat and a word of warning for those looking to take over his mantle – next year's events will be at his home club in Hankø, Norway.



Left top: Start on Day 1 of the Worlds • Left: Arunga VIII  
• Top: Girls on Film • Above: Day 5



## FINAL RESULTS • 2020 WORLD CHAMPIONSHIP - ROYAL PRINCE ALFRED YC

1	NOR 57	Artemis XIV (Kristian Nergaard, Johan Barne, Anders Pederson)	1	1	3	2	3	5	[8]	15
2	BAH 24	New Moon (Mark Holowesko, Peter Vlasov, Christoph Burger)	3	[9]	1	4	2	7	2	19
3	BAH 23	Ali-Baba (Craig Symonette, Flavio Marazzi, Will Alloway)	4	2	5	[9]	1	2	5	19
4	BAH 22	John B (Gavin McKinney, Lars Horn Johannessen, Matthias Dahlman)	[8]	4	2	5	6	4	1	22
5	GBR 40	Girls on Film (Peter Morton, Andrew Palfrey, Andrew Mills)	2	[7]	4	3	4	6	3	22
6	SUI 226	Shaolin (Cyrus Golchan, Andreas Kindlimann, Hans Von Werdt)	[11]	5	8	1	7	10	7	38
7	SUI 201	Zicca (Tobias Isler, Rob Schriverenor, Will Mackenzie)	[10]	10	9	7	5	3	4	38
8	AUS 60	Ku-Ring-Gai III (Matt Crawford, Rob Crawford, Matt Visser)	6	3	6	6	10	[13]	9	40
9	GER 79	Prettypama (Max Muller, Wiebe de Witte, Mark Dangel)	12	6	10	8	[16]	1	6	43
10	NOR 64	Clark Kent (Petter Fjeld, Christen Horn Johannsen, Thomas Borgen)	5	14	11	13	[18]	9	10	62
11	AUS 63	Beta Crucis (Bob Stoddard, Martin Cross, Martin Bunch)	16	11	7	[19]	11	8	11	64
12	SUI 209	Otto (Bent Christian Wilhelmsen, Lasse Berthelsen, Luka Strahovnik)	9	8	13	[16]	9	15	12	66
13	AUS 62	Ku-Ring-Gai (John Bacon, Terry Wetton, James Mayjor)	7	12	12	10	15	[19]	14	70
14	AUS 64	Black Magic (Andy Macphail, Jamie Macphail, Simon Smith)	13	13	14	17	12	11	[22]	80
15	AUS 35	Rhapsody (Thomas Spithill, Chris Links, Heath Walters)	15	15	15	[21]	13	14	13	85
16	AUS 26	Baragoola (Jason Antill, Damian Macey, Larry Eastwood)	[17]	16	17	14	8	17	15	87
17	ITA 73	Carabella (Alfredo Delli, Gianluca Marolli, Claudio Mazzanti)	21	20	18	12	[23]	12	18	101
18	GER 108	Tangalooma (Michael Schulz, Marc Schulz, Robert Jatkowski)	14	19	16	15	19	[22]	21	104
19	AUS 32	Skagerak (Steve Brajkovich, Phil Smidmore, Tim Ellis)	18	17	[20]	20	17	18	17	107
20	AUS 24	Kings Cross (Scott O'Connor, Steve McConaghy, David Taylor)	20	[23]	21	11	21	20	20	113
21	AUS 61	Alpha Crucis (Richard Schilling, Mark Griffiths, Bret Scott)	19	18	19	23	14	[24]	23	116
22	GER 106	Marotte (Wolf-Eberhard Richte, Beata Kalkoarski, Robert Hart)	22	21	23	18	[25]	16	16	116
23	GER 69	Arunga VIII (Joachim Fluhrer, Jorg Sonntag, Jonathan Fluhrer)	23	[24]	24	22	20	23	19	131
24	GER 101	Antares (Kasper Stubenrauch, James Maggison, Thies Foerst)	[25]	22	22	24	22	21	24	135

### PHS Series

1	GER 79	Prettypama (Max Muller, Wiebe de Witte, Mark Dangel)	38.5
2	AUS 24	Kings Cross (Scott O'Connor, Steve McConaghy, David Taylor)	42.5
3	BAH 22	John B (Gavin McKinney, Lars Horn Johannessen, Matthias Dahlman)	45.0
4	BAH 24	New Moon (Mark Holowesko, Peter Vlasov, Christoph Burger)	52.0
5	SUI 226	Shaolin (Cyrus Golchan, Andreas Kindlimann, Hans Von Werdt)	54.0
6	GBR 40	Girls on Film (Peter Morton, Andrew Palfrey, Andrew Mills)	54.5
7	ITA 73	Carabella (Alfredo Delli, Gianluca Marolli, Claudio Mazzanti)	57.5
8	AUS 63	Beta Crucis (Bob Stoddard, Martin Cross, Martin Bunch)	57.5
9	AUS 26	Baragoola (Jason Antill, Damian Macey, Larry Eastwood)	58.0
10	GER 101	Antares (Kasper Stubenrauch, James Maggison, Thies Foerst)	59.0



**Kristian Nergaard**, "Of course we were nervous going into the last race. We are not that strong in the light airs and with the lumpy stuff and we had to protect, but fortunately we had a third as our throw out going into today and that was important for us."

"I was here in 1991 and sailed with my father and Australia has always been a nice place to come back to. It is beautiful, nice weather and nice challenging conditions. It was windy in the beginning and we liked that and when it was light and lumpy it was more challenging for us, but generally we got all types of conditions that you would need at a world championship. I must say to the organisers with the PRO, that it was a very professional team. I haven't really seen that in a long time. So they held a really nice regatta and everything has been done and well organised at the yacht club and its just been very nice. I think the Australians really did a good job."

"I've been with the class for some time, but right now I see that there is more guys coming into the class, there are more boats being built and there is quite a bit of interest and I think that there are going to get more than 20 moderns at future world championships, so that is good. It's definitely at a good place right now and I think we will see a lot of good sailors coming into the class and lot of interest in the class."



**Top, left to right:** Christoph Burger, Mark Holowesko, Peter Vlasov, Anders Pederson, Kristian Nergaard, Johan Barne, Craig Symonette, Flavio Marazzi, Michael Lockley, Will Alloway

**Below from left, top to bottom:**

Artemis XIV; Louise Morton with Martin Cross; Denis Thompson, PRO; Michael Lockley, Commodore RPAYC

World Championship Trophies; Shaolin; Baragoola; Prettynama; Ku-Ring-Gai

Girls on Film; Alfredo Delli, Carabella, and Michael Lockley; Ali Baba; New Moon II, Artemis XIV

**Opposite page:** Prettynama







# Warren Muir on boats and design

MANY FORMER SAILORS AND CHAMPIONS TURNED UP IN NEWPORT DURING THE 2020 GOLD CUP AND WORLDS TO LOOK AT THE BOATS AND MEET OLD FRIENDS. ONE OF THOSE WAS **WARREN MUIR**, FORMER SAILOR, AND LEADING DESIGNER IN THE CLASS DURING THE 1980s.

**W**arren Muir grew up sailing, racing and messing about in boats on the waters of Sydney Harbour. He has sailed since he was 11 years old, “Just about anything that would float, had a sail number and got a start gun. I don’t remember hardly ever missing a sailing race weekend.

I started sailing 5.5 Metres with *Nemesis* at the Sydney Amateur Sailing club on Sydney Harbour back in 1975 and finished sailing with Roy Tutty on KA 35, *Rhapsody*, at the 1986 Worlds at RPAYC on Pittwater in 1986. I sailed almost every Saturday and most mid-week afternoon races. The best memories are from the worlds in The Bahamas in 1981 and Norway in 1984, great regattas, well-managed, good breeze and fun courses and meeting friends I will have forever. I really miss the 5.5 Metre camaraderie.”

After graduating from high school he started work at a local boatyard training as a boat builder and completed a four-year apprenticeship. The first two years of his apprenticeship were spent with Jeff Clist Boatbuilding in Annandale, (Sydney), which mainly specialised in sailing yachts, dinghies and spars.

Clist’s also built the Bill Luders designed 5.5 metre KA14 *Barranjoey*, which won Australia’s first sailing Olympic gold medal, in Enoshima in 1964, skippered by Sir William Northam.

“KA 14, *Barranjoey*, was the first 5.5 Metre that I had really seen up close besides the ones sailing on Sydney harbour while I was racing my VJ class dinghy. It was built at

Jeff Clist Boatbuilding on Roselle bay in Annandale Sydney where I was a first year apprentice boatbuilder. I got to help the tradesmen with all their work, sweep up all the shavings and crawl into the bow to varnish the interior as I was the smallest at that time and glue in all the wooden screw head plugs on the outside, carefully making sure all the wood grain lined up. I then worked on the hull each day up at RPAYC sanding the bottom paint smooth when she was preparing for the races to determine the Australian Olympic representative for Tokyo in 1964.”

The second two years of his apprenticeship were spent at Lewis Brothers Boatbuilding at Taren Point, just south of Sydney, which specialised in water skiing and high speed circuit racing boats. He credits his lifelong desire to design and build better, faster boats to collective knowledge of the various owners and people he worked with in the two boatyards. He says the attraction to being a boat designer boats was a natural progression from being a boat builder. “I was always tweaking the performance of my dinghies, yachts and boats I was sailing on.”

Before his relocation to the USA he designed and built many more boats including numerous sailing dinghies that have won state and national titles in Australia, and raced on some of Australia’s great ocean racers.

## 5.5 METRE DESIGN

He was attracted to the 5.5 Metre because, “It was a boat I could design and build myself, giving me great satisfaction on both sides, and not being able to afford the money to race with the plastic Etchells class that was building up in numbers



at RPAYC. Besides, the Classic and then the Evolution boats were beautiful to look at and admire with timeless lines.”

He designed and built a series of 5.5 Metres which won four world championships, *Firestorm* twice, *John B 7* and *Alfredo*, and the *Ballymena* which has won three Scandinavian Gold Cups.

He also built the wooden Doug Peterson 51ft cruiser racer *Bright Morning Star*, designed the 40ft *Golden Sabre* and the 65ft *Van Diemen 3* which won its class at the 2008 Hamilton Island race week.

“The first 5.5 Metre I owned was KA27, *Nemesis*, we sailed her very well. Carl Halverson offered me the building jig for his Luders boat *Skagarak*, but I said no as I had other ideas about what I wanted. My first real full 5.5 Metre was KA 37, *Insurgent*, along with my friend Peter Lowe from trade school, who was working in yacht design with Peter Cole at the time. We talked about the class rules and measurements, my thoughts on what I thought the new boat should be like and then he drew some sketches, which we played with and came to a decision on what to build.”

“*Insurgent* was designed to be a light weight displacement boat that would be very fast running and reaching as that was what most of the sailing courses at the RPAYC, and the triangles for the championship races, mainly were. Given the shoestring budget I didn’t have any new sails for the 1980 Worlds at RPAYC but it did show a lot of speed now and then. It was proving very fast and beating the 5.5 Metre fleet on most weekends but still had to prove herself in International competition.”

“During The Bahamas worlds it would prove to be the fastest downwind boat constantly passing the best reaching boats of the day. A few small equipment failures stopped us winning the event but a friend of Bobby Symonette offered to buy the boat after the last race. Gavin McKinney and Bobby Symonette sailed her, now renamed as *Ballymena*, and would go on to win three gold cups and take regular podiums at the championship events.”

“After KA 37, *Insurgent*, I went on to design other light displacement boats, such as *Firestorm* (twice World champion) and *John B 7* (world champion). During that time I also got involved with Frank Tolhurst who wanted a new 5.5 Metre but to be designed to the maximum displacement



and sail area as he had been successful with previous Luders designs to that formula. All told I have designed about seven new designs and a few variants from the minimum displacement side of the rule to the maximum side of the rule.”

### BEN LEXCEN

Many of his boats are listed as Warren Muir/Ben Lexcen, but he says that the association was tenuous at best. “I have never actually worked with Ben Lexcen, although his name is on the Warrior/Arunga/Melges designs. It was at the insistence of Frank Tolhurst that it came about.”

“Frank came to me in 1981 with two pieces of paper, one with the design of the Luders boat *Southern Cross 4* and one with the design of the Sparkman and Stevens boat, *Southern Cross 3*. He told me that he and Ben Lexcen had been discussing a new design and they thought the bow of SC3 was better than SC4 but that the stern of SC4 was better than SC3 so they were going to join them together. As Ben Lexcen was fully involved with the America’s Cup the thoughts were never put down on paper. Frank asked me if I could complete the ideas that he and Ben had talked about. I said sure I would give it a go.”

“It proved to be a bigger problem than first thought about as the mid-ship sections of both boats were totally

**Top:** Firestorm (as Foxfire)  
**Below:** Ballymena, Firestorm, Insurgent







different and would not join together. After discussing this with Frank we kept the first four feet of SC3 and the last four feet of SC4 and I redrew everything in between and made it all rate to the 5.5m rule and drew up construction drawings and specifications to meet the Lloyds scantling rules. When it came time to actually put a designer to the drawings Frank said Ben should get some recognition for his previous thought so that is how the name Ben Lexcen was placed into the design drawings. In fact Ben never even saw the finished design until the boat was sailing at RPAYC, where he thanked me for doing a nice job.”

### FAY BROTHERS

Warren Muir built boats for both of the Fay brothers from Texas. “Albert Fay was a Scandinavian Gold Cup enthusiast who saw the potential in KA 37, *Insurgent*, and asked me to build him a faster one but it had to have a traditional bow as he didn’t like the shortened more vertical style. It had to have maximum sail area as he thought the small reduction in KA 37 was a disadvantage. This meant a small adjustment to a shorter waterline length to rate 5.5 Metre at minimum displacement.”

“The build order was very late to meet his sailing schedule so to help things along he paid up front the full amount for a complete boat except for sails. The boat would be his special red colour and would be called *Fire Fox*. After the completion of the boat and during measurement and sea trials Australia once again was experiencing wild bush fires. Albert saw



some headlines in Texas about the fires and then asked for the boat’s name to be changed to *Fire Storm* to honour the fire fighter’s efforts. *Firestorm* won the Worlds in 1983, in Hankö, was third in the Worlds in 1987, also Hankö, and won again in 1989, Houston.

Warren Muir also built a 5.5 Metre for Ernie Fay to a Fay/Luders design, which was supposed to be for the Worlds in The Bahamas in 1981, along with *Pop’s John B*, but his decision to make the ship he selected was very late so the boat was delivered unpainted. It was a very unusual design, more like a giant Soling, and didn’t prove fast enough for him to send along to The Bahamas Worlds. It was USA 85, *Morning Star*.

### INSURGENT

Warren designed 5.5 Metres over a six-year period. The first full design and build, KA 37, *Insurgent*, started in 1979 and his last full design and build *John B 7* in 1985.

He moved to the USA in 1986. “1985 was a bad year for the Australian economy with the dollar devaluation so design and boat building jobs were few and far between. My Friend Bob Levin in Miami suggested I come and sail the summer in Florida in the Star class fleet so I headed off not knowing the plan would change when I got to Los Angeles. I was planning to stop over in Orange County just south of LA to spend a day or two getting over the jet lag and say hello to Al Cassel and Tom Omohundro, who were friends from the 5.5m class.”

“There things changed, at 1:30 that afternoon I was working on the Newport Harbor America’s Cup challenger the 12 Meter, *Eagle*, and spent the next 15 months at the club base. I was offered jobs and projects in California after that and never made it to Miami. I have since got to work on many projects I never would have imagined having the opportunity to be involved with back in Australia so my home base shifted to the USA.”

He still considers KA 37, *Insurgent*, and its light weight variants, mainly *Firestorm* and *John B7* to be his best designs. “Given the triangle race courses at the time they proved the minimum weight surfing downwind model to be a very competitive design.”

But innovation was always rife in the class. “Besides the lightweight concept some hardware layouts and rig and sail area changes made at that time I now see have be kept with the newer 5.5m designs.”

“With the course being changed since then to now being just a windward and leeward course with no reaching legs, the design has changed from an all-round boat to being as narrow a boat as the rules allow for going to windward and trying to keep it under the spinnaker and not broach downwind boat in fresh breeze and sea conditions. We now have three different classes of boats out on the race course, the evolutions and classics appear to be no match for the newer narrow designs on the new race track.”

“After my visit to the 2020 Worlds at RPAYC and seeing the new course, the differences from my original thinking for KA 37 now my thoughts have taken a new prospective and thinking about the next evolution to come. The 5.5m class is very healthy so I believe there will be changes to come when new owners want something faster.”

Left: *Insurgent* • Top left: *John B VII*, *Morning Star*



**MATTI MUONIOVAARA** REPORTS FOR THE FINNISH FLEET, WHICH EXPERIENCED A KIND OF REVIVAL IN 2019 ENCOURAGED BY THE GOLD CUP AND WORLDS BEING HOSTED IN HELSINKI.

# Major events

## boost Finnish fleet



**T**he Finnish class currently has 15 paid members and two honorary members, Jussi Gullichsen and Matti Muoniovaara. There are 25 known 5.5 Metre boats existing in Finland.

Roope Juhonen acquired the 1968 Vator built wooden boat *Complex 6*. The boat was made for Britton Chance Sr, father of Britton Chance Jr. For the last few years it has been sailed under the Italian flag with the name *Tara*. In France the boat had been called *Tara Fai* and in Switzerland she was known as *Joker 3*.

Ten boats participated in racing during 2019: *Trial*, *Skylark*, *Vis-a-vis*, *Kisen*, *Zorina*, *Figaro*, *Rush VI*, *Lotten*, *Scatoulitsa 4* and *Tara*. The highlight for us was of course the Scandinavian Gold Cup and World Championship, held in Helsinki which brought another 15 boats to Helsinki in the summer. There are also five boats currently being refitted *Gullvinge*, *Teresita*, *Inga-Lill 44*, *Remi* and *Norna XI*, with six more boats for sale: *Bloss*, *Wasa 2*, *Remi*, *Figaro*, *Rush 6* and *Lotten*.

But there was plenty of sailing when the World Championship and the Scandinavian Gold Cup was sailed in Helsinki. Since the birth of the Scandinavian Gold Cup it has been 100 years and that's why the races were held at the Nyländska Jaktklubben.

This year the classics were in the picture and for the

first time since we started with grouping to fleets, the classics were the same number as the moderns. The regatta was a celebration of two teams. Norway's Kristian Nergaard won the Scandinavian Gold Cup and World Championship and Finland's Roope Juhonen, with his 'new' boat, won the Classic Cup and the Quail Trophy. The classics fleet included eight Finnish boats. *Trial* and Ville Harkke sailed to win the Vintage Trophy.

Finland sailed the Gold Cup with Lundberg's team with Jussi Gullichsen's old *Addam4*. Jussi had chartered the boat to Henti, Matte and Timo. In the World Championship the boat was sailed by a young team Hemming Hanses, Melker Lundberg, Isak Nordlund and they were eighth.

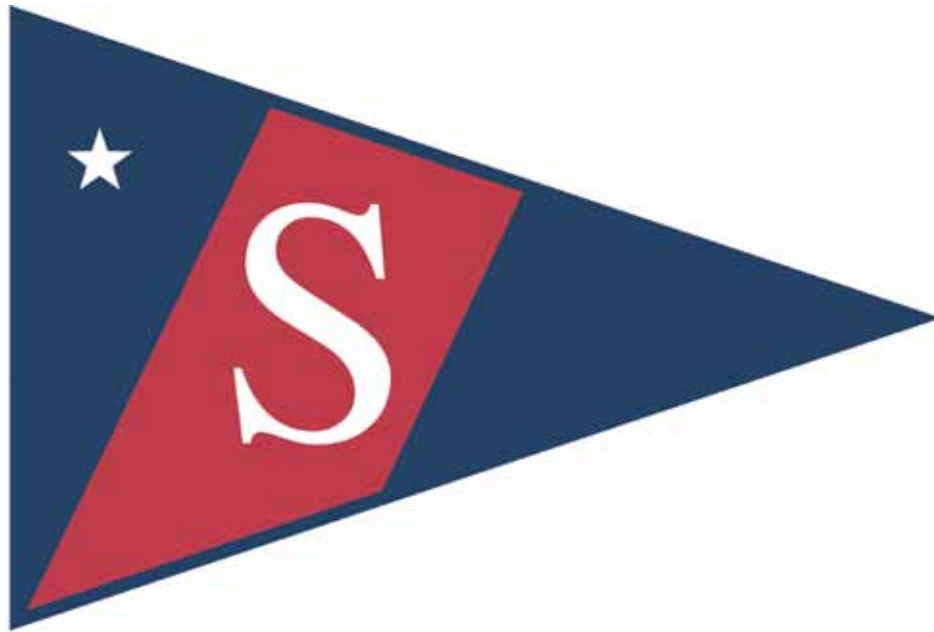
During 2019 our racing was held over the summer, beginning with the Prompt regatta at HSS in Helsinki in June. *Figaro* FIN 43, Pekka Ervamaa won from *Vis-a-vis* L 9, Ari Bungers. The next regatta was the Viaporin Mug, at SuPS in Helsinki, in August, for wooden boats. *Vis-a-Vis* FIN 9, Ari Bungers won from *Kisen* L 15, Matias Johansson. Finally at the Kruunuvuorenselän Regatta, Helsinki BS, in late August, *Scatoulitsa 4* Z 69, Matti Muoniovaara won from *Vis-a-vis* L 9, Ari Bungers.

In 2021 Matti will lead at least five teams to Norway World Championship with a book telling the story of the Scandinavian Gold Cup and the 5.5 Metre. So stay tuned.



Left: Lotten • Above: Scatoulitsa 4  
Top: Zorina





[www.stormevent.no](http://www.stormevent.no)

## 70th Anniversary Yearbook



To celebrate the 70th anniversary of the International 5.5 Metre Class in 2019 the International 5.5 Metre Association published a commemorative yearbook. With contributions from many of the sailors who have been and are still involved in the

class the Yearbook is an attractive, 144 page, A4, photo heavy book that will immediately appeal to all those who have or still sail a 5.5 Metre. It includes much of the history of the class, as well as interviews, boat profiles, results archives and events.



Published April 2019  
144 pages • 220 photos  
RRP £25 plus shipping  
ISBN: 978-1-912724-14-7

order at [www.boatswainbooks.uk](http://www.boatswainbooks.uk)



**FABRIZIO CAVAZZA**, OWNER OF THE BEAUTIFUL *VOLPINA*, ITA 33, REPORTS ON ACTIVITIES IN ITALY AT SOME CLASSIC REGATTAS AND THE ADDITION OF SEVERAL NEW CLASSICS TO THE FLEET.

# Positive trends for Italian fleet



**T**he Italian class continue a positive trend with new classic boats joining the fleet: *Rabicano*, ITA 55, of Ferdinando Zanoletti and *San Michele*, ITA 43, of Alberto Villa. They brought us new enthusiasm and are tuning their boats.

We choose to participate in events that could be attractive for the location, the character of the sailing club and for our love of classic boats.

The 2019 Season with a few regattas on Lago Maggiore to take away the winter rust, after the class focused on two main events: the Italian Open in Mandello Lario in June and the Vele Storiche Viareggio in October. Two boats based near Trieste raced also in the Trofeo Città di Trieste and the Barcolana Classic in October.

The event at Mandello Lario was professionally organized by the local sailing club and enjoyed perfect wind conditions, and we had seven boats participating. The only Evolution present, *Whisper*, ITA 57, of Richard Leupold won five of the six races with a hard competition for the other positions.

In October the class joined the Vele Storiche Viareggio event surrounded by 50 beautiful classic boats. We were present there with six boats with a dedicated windward – leeward course, we managed to race on Friday (very light wind) and Saturday (12-18 knots), on Sunday the wind was blowing at 25 knots and we were ordered to stay in harbour. *Whisper* again was the winner, followed by *Violetta IV*, ITA 21, of Giangiacomo Stefanon and *Manuela V*, ITA 36, of Guido Tommasi.

On October 6 two boats took part in the historic Trofeo Città di Trieste: *Kukururu*, ITA 6, of Giuseppe Matildi and *Violetta IV*, ITA 21, of Giangiacomo Stefanon. They had an exciting start with a bora of 25-30 knots that later became 15 knots. At the end they got the first two places in their class (Open B), a great result despite the difficult start. The club has a magic atmosphere and ancient tradition.

The Barcolana Classica on October 12 had light winds of 4-6 knots, and again a fantastic result for *Kukururu* and *Violetta IV* who finished second (after the 12 Metre *Kookaburra*) and fourth (after the 8 Metre *Aria*). We love the spirit of the Barcolana Classica, so different from the popular

and overcrowded Barcolana.

While we were sipping white wine in Trieste, *Carabella*, ITA 73, of Alfredo Delli was sailing (in a container) to Sydney to take part at the Worlds in Pittwater where she represented the Italian Class with honour, but this is a 2020 story.

The current season will start with the beloved Enoshima Trophy and continue in the fantastic locations of Sanremo, Imperia and Viareggio. A lot of salty water this season.



**Top:** Carabella sailing at Newport in 2020  
**Above:** Volpina on Lake Como





# Enoshima 1964

## remembered



BEING AN OLYMPIC YEAR, IT MIGHT BE NOSTALGIC TO LOOK BACK AT THE **XVIII OLYMPIAD IN 1964**, THE PENULTIMATE TIME THE 5.5 METRES WERE PRESENT AT THE OLYMPIC GAMES. TRANSLATED FROM AN ARTICLE BY **ANDREA ROSSI**.

**I**n 2020 the Olympics are back in Enoshima, the scene of the historic Olympic victory by Australia's Barrenjoey. The walls of the sailing centre there are endowed by memories of 1964, including several photos of the 5.5 Metres racing in Sagami Bay.

Tokyo was the host city while the sailing took place in Enoshima, a small isthmus south of Yokohama, where a new port was designed and equipped specially for the purpose of hosting the Games. At the time, Beppe Croce commented, "The port of Enoshima is certainly today the most beautiful and functional of the touristic and pleasure ports of the world: its mirrored waters of about thirty-five thousand square metres allow moorings of great comfort for many boats, ground installations, distributed over an area more or less impressive as the water mirror, they are almost perfect."

Everything that could be planned, on the ground and on the water, to make the stay of the Olympic yachtsmen comfortable was undoubtedly done. What turned out to be

inadequate were the weather conditions of the entire week.

Two typhoons 'Wilda' and 'Clara' passed over Japan to coincide with the beginning and end of the Games, bringing periods of unpredictable wind and weather.

John McNamara, bronze medalist, commented: "The anemometer on a windy day of 23 knots of average, recorded wind jumps from 20 to 25 degrees, with a frequency from a minute and a half to two minutes; the data recording card looked like the electrocardiogram of the terminally sick."

The design challenge, on the other hand, lost the global characteristics that had been found in Naples. The Japanese fleet was largely from the American design school with nine boats out of the (six by Bill Luders, two by Raymond Hunt,



**Top:** Start line in 1964 • **Left:** Rush VII, Web III and Chaje II • **Above:** Olympic monument in Enoshima • **Above left:** Winners plaque in Enoshima



**Right:** John B leads Subbnboana • **Middle right:** Olympic plaque in Enoshima • **Below:** Grifone

one by Olin Stephens and one by the young Britton Chance Jr. The only European designed boat was from the expert Swedish designer Einar Ohlson, who had a good six boats at the start.

Ultimately, all the boats were presented at very high standards, all new or very new construction and specifically designed for this competition, which also included some inexperienced nations, such as Mexico.

Italy entered an Ohlson hull, I-42 *Grifone*, crewed by the Navy, which had dominated the season up to that point, imposing itself in the Genoa, Alassio and Cannes regattas. At the helm was the greatest Italian sailor of all times, Agostino 'Tino' Straulino, with Bruno Pretronio and Massimo Minervin as crew.

Enoshima was Straulino's sixth Olympics, the first in the Class 5.5, but he already had two Star class medals (gold in Helsinki 1952 and silver in Melbourne 1956). Ever since he had started in the 5.5 Metre he reaped success by beating more experienced helmsmen in the class, and he was a clear favourite before the regatta began, but the races were influenced by bizarre meteorological conditions. The Italian team could only manage the leather medal, in fourth place.

During the seven races all possible weather conditions were tested: from calm to storm, with sun and rain that alternated with an unpredictable rhythm. The fight for the podiums was still fought over by the most experienced



crews: the American US 50, *Bingo*, blew the first race in really light winds and ended tenth and a protest against the race committee. They followed that with two race wins to finally end up with 10-1-1-6-2-3-DNF and the bronze medal.

The Swedish team on *Rush VII* Lars Thörn, Arne Karlsson and Sture Stork monopolised fourth place, with two race wins as well to end up second overall with a score of 4-4-4-4-1-4-1.

The outsiders, *Barranjoey*, from Australia, opened with a race win and maintained control through to the end. The team of Bill Northam, Peter O'Donnell and James Sargeant ended with a score of 1-6-2-1-DNF-1-4 to win gold by a substantial margin of more than 700 points.

However in the middle of the series it was still wide open for the medals. *Grifone* was the early leader, starting with a 2-2-3. The subsequent races were once again very difficult for weather conditions. Going into the last race Straulino had the chance to win the silver if the Italians took victory or the bronze if they managed to stay ahead of Sweden.



Finally the wind came from the south but the sea was high, conditions that suited the hulls of Luders (USA, Australia) and penalized the Ohlson (Sweden, Italy). Straulino and Thörn started well and seemed to have the race in hand, but the Luders went very well; on the last leg, not more than 500 meters from the finish line, Straulino seemed to have the game in hand, in a good position relative to the fleet and with a favourable wind.

Suddenly, a freak 30 degree shift shuffled the cards completely: the Swiss boat, never really in the regatta, recovered a dozen positions in a moment and moved up to second behind the Swedish (who won the silver). The American, in a risky manoeuvre, in a stroke lost gold and silver and took the bronze. Straulino eventually finished fifth in the race behind *Barranjoey* of Australia, which took the gold.





# An active and enthusiastic fleet



**GERMANY** HAS THE LARGEST FLEET OF 5.5 METRES WORLDWIDE WITH A VERY ACTIVE CLASSIC SECTION AS WELL A SMALLER NUMBER OF EVOLUTIONS AND MODERNS. GERMAN CLASS PRESIDENT **KASPAR STUBENRAUCH** DISCUSSES THE RECENT ACTIVITIES OF THE CLASS AND THE LATEST BOAT MOVEMENTS.

**T**he fleet of 5.5 Metres in Germany comprises 77 boats spread out in 10 regional areas, with 51 Classic boats, 21 Evolution boats and five Modern boats. The biggest active groups can be found in Kiel, Berlin, Hamburg, Tutzing and on Chiemsee. Some 25 boats are active in 5.5 Metre regattas, with additional boats participating in local club racing. 13 boats are awaiting refit or are in restoration, eight boats are currently for sale.

In 2019 5.5 GER 107 *Striezi* (former SWE 64) raced for first time on Kiel Firth (Tom Kyle Pokal) and then joined the boats on Starnberger See at DTYC (Tutzing). 5.5 GER 2 *Berlin* (former SUI 8) was prepared for racing by Odin Grupe, and then joined the regatta activities on Starnberger See (Tutzinger Halbe), in Berlin (Willi Lehmann Preis and Berliner Bär) and even went to Cannes (French

Open/Regates Royales), then finding its new home in Berlin at VSaW (Wannsee).

5.5 GER 17 (former NED 29) *Sünnschien* from Kiel, the G 17 Olympic 1968 participant in Acapulco, came out of a long restoration period, now being in 'condition as new', restarted its racing activity at Sünnschien Preis in Hamburg. 5.5 GER 102 *Paula* (former SUI 152) joined the regatta scene and is ready to race, on her trailer in northern Germany. 5.5 GER 81 changed owners and found its way out of semi-racing-retirement, being now, together with GER 94, prepared for future regatta sailing. In the autumn, 5.5 SUI 229 *Momo* was delivered by Wilke for its first regatta in Thun (veni, vidi, vici) and it can be expected as GER 109 at European and World Championships.

The German 5.5 Metre Class Association had for 2019 chosen four key regattas (counting for the annual perpetual trophies in the categories), the German Open at FSC on Flensburg Firth, the Tutzinger Halbe at DTYC on Starnberger See, the Berliner Bär at VSaW on Wannsee and, closing the season, the Sünnschien-Preis at NRV on the Alster Lake in Hamburg. The most important local events were Bronia Preis in Hamburg, Willi Lehmann Preis in Berlin and Tom Kyle Pokal on Kiel Firth.

At their home clubs GER 5.5s have been active in weekly evening club racing in Flensburg, Kiel, Hamburg, Berlin and Tutzing. Regatta promotion is in the hands of our regional

**Right:** GER 69, GER 55 and GER 101 at the 2020 World Championship in Newport • **Left:** GER 99 at BOOT



**Right** (from top left): GER 69 in Pittwater • GER 17 in Kiel • GER 107 Tutzing • Hamburg Boat Show • GER 1010 in Newport • 'Test it Now' Banner • **Left:** Berlin competing at the Regates Royales in Cannes in 2019



specialists, Thies Foerst in the North (GER 66 & 72), Joerg Sonntag in Berlin (GER 11, 34 & 69) and Odin Grupe (GER 65) in the South.

### TRAVELLING

Several GER boats count as frequent travellers, with GER 2, 25, 26, 66, 69, 79, 83, 84, 89 & GER 102 just mentioning a few. 5.5 GER 84 *Ali Baba* got that, together with good racing results, reflected in winning the Evolution category of the 5-Nations-Cup. GER 26 and GER 84 were our representatives at the Worlds in Helsinki. Five GER teams joined racing at RPYC in Newport for the 2020 Cup regattas and the World Championship.

Two boats were shipped and three boats (GER 101, 106 and 108) were kindly provided by Australian owners. GER 69 and 79 stayed on to race the Australian Nationals in 2020. 5.5 GER 69 *Arunga VIII* will then remain permanently at RPYC, being a joint ownership for continuing racing there, with 5.5 GER 34 *Saphir* being the team's co-raced unit in Berlin. Also, Australian sailors have been invited to join GER boats as crew next summer or having some GER boats provided to race as Aussie boats, here.

Press coverage has been ongoing, with monthly regatta reports on all boats in Segler-Zeitung magazine (reaching all sailing clubs in Germany), a long planned comparison report of GER 66 (Classic) and SUI 211 (Modern) in Yacht-Classic magazine (1/2020) with images of the German Open at FSC and a report in Yacht magazine (23/2019) on our oldest member Gert Hennighausen (GER 54), who celebrated his 100th birthday in November, telling about his sailing plans for 2020.

### SHOWTIME

The winter time has been used for promotional purposes, with 5.5s present at the 'boot' in Duesseldorf with restoration project 5.5 GER 99 *Jane* (former D 6) on display, at the

Hamburg Boat Show with GER 17 and GER 42 and at the Boot & Fun show in Berlin with GER 84. In the 2020 season we will again offer our 'Test It Now!' activities, in Hamburg, Tutzing, Berlin and in Kiel, inviting sailors to test-sail 5.5s. The crowdfunding for 'Saving Arunga' (SWE 59, original KA 28) has been a joint SWE and GER initiative.

### 2020 SEASON

For 2020 the German 5.5 Metre Class Association has reduced its key regattas to three (Tutzing Halbe in Tutzing, German Open in Berlin [7+ Nations expected] and Sünnschien Preis in Hamburg), as International regatta participation will take most of the limited time available. GER boats will be present at the Salzkammergut-Preis and the Enoshima Trophy with UYCT in Gmunden, Austria, the Swiss Open (Spiez) in June, the European in San Remo in August, the Italian Championship (Imperia) and the French Open (Cannes) in September.

The participation of the 5.5s in Cannes has been a GER initiative (GER 55 and GER 78) placing our class there in 2016; with some recent reduction in numbers, 2020 will now be the last chance to see our participation within Regates Royales continue, hence the pledge from our side for early and numerous registration, for this fabulous event.





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**SANREMO** IN ITALY IS THE LOCATION FOR THE **2020 EUROPEAN CHAMPIONSHIP** FROM 22-29 AUGUST.

# Welcome to Sanremo



**S**anremo, in the Liguria region of Italy, offers an idyllic location for the 2020 European Championship with five days of autumn racing on the Mediterranean in a famous tourist and cultural destination at the heart of the Italian Riviera.

Sanremo has a very pleasant climate because the mountains protect the town from northerlies, which, together with its attractive seacoast setting makes it a popular tourist destination.

The town is often referred to as the city of flowers. On the last Sunday in March there is procession with flower filled floats and music. The Flower Market is said to be the largest in Italy and there are several impressive botanical gardens to visit nearby. Sanremo's green spaces include the park of Villa Ormond, with a Japanese garden, palm trees and ancient olive groves.

Historical buildings and monuments include the 12th-century San Siro Cathedral, which has 12 bells in its tower and a huge crucifix above its altar; the Sanctuary

of Madonna della Costa, built during the 17th and 18th centuries with a baroque style façade; the long-established and famous Casinò di Sanremo an elegant art nouveau building dating from 1906; the 17th century Santa Tecla Fort which dominates the centre of Sanremo; the Russian Orthodox church, with its five onion domes; and the medieval centre of the town, just off Corso Matteotti, and now mainly pedestrianised.

Sanremo was an important social centre at the end of the 19th century, and a popular resort until the mid 20th century, and many of the grand houses and hotels date from that period.

The closest airport to Sanremo is in France, the Côte d'Azur International Airport in Nice, 45 minutes away by car. There are rail links connecting the city to the other Ligurian cities like Imperia and Genoa as well as to Nice, Milan, Turin and Rome.

Registration and measurement will take place from Saturday 22 to Monday 24 September, with racing from Tuesday 25 to Saturday 29 September.

Ten days after the Europeans, the Italian Championship takes place in nearby Imperia, while the Regates Royales in Cannes is two weeks after that, so it's a perfect excuse for a month of sailing on the Mediterranean. Boats can be left in Sanremo or Cannes between events.







# Anniversary Gold Cup and Worlds in Helsinki



2019 MARKED THE **70TH ANNIVERSARY** OF THE 5.5 METRE AND THE **100TH ANNIVERSARY** OF THE FIRST SCANDINAVIAN GOLD CUP. THE CLASS RETURNED TO THE **NYLÄNSKA JAKTKLUBBEN (NJK)** IN HELSINKI, FINLAND FOR THE **WORLDS AND THE GOLD CUP**.

**A** century ago, the Nyländska Jaktklubben (NJK) in Helsinki, Finland, created a rather small and ornate prize for a race between yachts in Scandinavia. That first year, 1949, it was a single race between teams from Sweden and Finland. Sweden won. Later it was handed over to the Scandinavian Yacht Racing Union (SYRU) and an international competition was sailed in 6 Metres. In 1953, with the 5.5 Metre was the only metre rule keelboat left in the Olympics, and since then Scandinavian Gold Cup has been sailed in 5.5 Metres.

The 2019 Scandinavian Gold Cup and World Championship returned to the NJK for two weeks of great competition and nostalgia. The 100th Anniversary Scandinavian Gold Cup, the 92nd sailing of the Cup, was fought over by nine 5.5 Metres.

The fleet was the most competitive for some time. Many



regard the Scandinavian Gold Cup as a crucial part of the class's history, an event that held the interest in the class, and held it together, in the post Olympic years.

The format for the Gold Cup is unlike any other. After three races, only those who have won a race stay in. The winner is the first to three wins. So the event can be over in three races or it can last to the full seven races. At the most, three boats can move to the finals stage. But is often ends up as a match race.



**Top:** Packed start line during World Championship  
**Left:** Start during the Scandinavian Gold Cup • **Above:** Scatoullitsa 4 departs from the NJK, in the heart of Helsinki  
• **Opposite top:** Day 1 of the Scandinavian Gold Cup  
• **Right:** Artemis XIV • **Far right:** Crew of Artemis XIV celebrate Gold Cup victory





### Scandinavian Gold Cup

The defending team *Artemis XIV* (NOR 57, Kristian Nergaard, Johan Barne, Trond Solli-Sæther) got off to a strong and convincing start in a light northerly, under hot and sunny skies pushing them to the course area more than 5 miles from the historic NJK clubhouse through Helsinki's complex archipelago of islands.

On the water it was exceptionally hot, with the unusual northerly breeze being replaced on the race area by a building sea breeze that topped out at around 10-12 knots. *Artemis XIV* rounded the top mark with a very narrow lead over *New Moon* (BAH 21, Mark Holowesko, Christoph Burger, Peter Vlasov) and *Marie-Françoise XIX* (SUI 228, Jürg Menzi, Cyrus Golchan, Bo Selko) in a very tight pack

close behind. The boats remained close downwind and *New Moon* exerted some pressure up the second beat, but *Artemis XIV* was not to be passed and little by little eked out a winning lead. By the final upwind, the fleet was in both corners looking for a way back. *Marie-Françoise XIX* closed on *New Moon*, but they finished in the same order at the top mark.

*Artemis XIV* put on another clinic performance in the second race the following day. With a solid 10-12 knot onshore breeze, they led Race 2 from start to finish with frequent places changes behind with finally *Caracole* (FRA 59, Bernard Haissly, Nicolas Berthoud, Daniel Stampfli) crossing second with *New Moon* in third.

*Artemis XIV* only needed just one more win to defend the Cup, and in Race 3 rounded the top in second place behind *Caracole*. However the first downwind changed everything with *Artemis XIV* and *New Moon* on the left running out of pressure while those who were further to the right came in ahead. First of these was *Girls On Film* (GBR 40, Peter Morton, Ben Cornish, Sam Haines), who led up the second beat from *Caracole*. Everyone was trying to find a way back. Only *Girls On Film* was constant, maintaining the lead all the way to the finish. *Artemis XIV* got back up to second, but it was too late to stop a match race on the Friday.

The final race was the most exciting of the contest. It was yet another bright, sunny and hot day in Helsinki with an early morning onshore breeze heralding yet another great day on the water. With temperatures hitting 30 degrees, the air was as hot as the competition. The 100th Anniversary

#### 2019 SCANDINAVIAN GOLD CUP - HELSINKI, FINLAND

1	NOR 57	Artemis XIV (Kristian Nergaard, Johan Barne, Trond Solli-Sæther)	1	1	2	1
	GBR 40	Girls on Film (Peter Morton, Sam Haines, Ben Cornish)	4	4	1	2
	BAH 21	New Moon (Mark Holowesko, Peter Vlasov, Christoph Burger)	2	3	4	
	SUI 214	Caracole (Bernard Haissly, Daniel Stampfli, Nicolas Berthoud)	6	2	3	
	ITA 79	5Billy5 (Henrik Lundberg, Mathias Dahlman, Timo Telkola)	5	5	6	
	SUI 228	Marie-Françoise XIX (Jürg Menzi, Bo Selko, Cyrus Golchan)	3	6	7	
	SUI 209	Otto (Bent Christian Wilhelmsen, Lasse Berthelsen, Luka Strahovnik)	7	7	5	
	AUS 63	Beta Crucis (Martin Cross, Bob Stoddard, Martin Bunch)	8	9	dnf	



Scandinavian Gold Cup had come down to two boats, a mix of experience and optimism. One team had been together for a decade, winning many world championships and Gold Cups, and were defending champions.

For *Girls on Film* it was their first year in the class and only their third regatta.

*Artemis XIV* attacked early in the pre-start but allowed *Girls on Film* to escape for the better start and trailed them to the top mark. On the first downwind *Artemis XIV* took both boats to the left, gybed and took the right gate while *Girls on Film* took the left. At the next cross *Artemis XIV*



**Kristian Nergaard:** "If you look at the statistics, if you win the Gold Cup then win the worlds...I think it's happened maybe two or three times in the last 20 years, so we need to reset and don't think about that going into the worlds."

"There is something special about the Gold Cup. It's been around a long time and we're here in Helsinki on the 100th anniversary. There is a lot of history to it and it's a beautiful trophy and we are very happy to have the Gold Cup in the 5.5 class and still sail for it, and of course to come back here and win the Gold Cup where it all started 100 years ago is such an honour."



Starting four boats up from the pin, **New Moon** immediately tacked off the line and played the shifts up the middle to round the top mark with a comfortable lead. **Otto** (SUI 209, Bent Christian Wilhelmsen, Lasse Berthelsen, Luka Strahovnik) rounded second having gone further right, and the oldest boat in the fleet, **Trial**, rounded third after going even further right.

**New Moon** had so much clear air, the race was as good as theirs already and they extended to take a huge win. **Otto** initially dropped back, behind **Caracole** and **5Billy5** (ITA 79 Hemming Hanses, Melker Lundberg, Isak Nordlund), but then recovered on the final beat as the wind went further right. **John B** crossed in third at the other end of the line just seconds later.



The fleet included one of the largest groups of Classic 5.5 Metres to be found in recent years with no less than 10 on the start line. The oldest, **Trial**, dates from 1951. **Trial** has been in Finland since being built, by L. Wilenius, in Porvoo, to the east of Helsinki. Ville Harkke said, "The boat was originally built in 1951 to qualify for the Helsinki Olympics [in 1952]. She didn't. She was second in the qualification races and she has been sailing in the Helsinki area until the late 1990s, and then deteriorated pretty badly until a few years ago we started a renovation project. The renovation was finished in 2017 and this is the third season of her new life, and she appears to be pretty fast for one of the first constructions ever in the class."

"It is a wonderful class. It's technical, the boats are beautiful and fast and as a project they are manageable. You can tow the boats with a car, so it's manageable and great fun."

"There are a lot of Classic boats in Finland right now. There are a number of renovations still going on; they didn't get their boats done in time for this event, but, yes, we have a pretty nice classic fleet here in Finland."

was ahead and there followed furious tacking duels as each tried to attack or cover for the remaining two laps. Eventually **Artemis XIV** crossed the line with a comfortable lead to retain one of the biggest prizes in the class.

### Cups

As well as the Royal Kaag Classic Cup and Hanko Evolution Cup, NJY laid on the Pata Cup for the final day of Cup racing so everyone else could get some experience of the race course.

**Ku-ring-gai** (AUS 62, John Bacon, Terry Wetton, James Mayjor) dominated the small Evolution fleet winning three out of the four races, with **Skylia II** (SUI 182 Andre Bernheim, Urs Werner, Alex Bernheim) winning the other.

Four Finnish boats contested the Royal Kaag Classic Cup with the newly acquired **Tara** (FIN 53 Roope Juhonen, Janne Heikkilä, Pekka Honkavaara) also winning three out of four races, having a great tussle with **Trial** (FIN 4 Ville Harkke, Sami Ekblad, Pete Lindström), which would continue into the world championship.

Unfortunately on the third day, while it remained very hot, the lack of wind prevented racing, so the Pata Cup was not held.

### World Championship

Defending World Champions, **New Moon** laid down a marker in the opening race of the World Championship after an emphatic victory in some quite testing conditions. Only one race was possible, despite plans to sail two. The scheduled 12.00 start was delayed over two hours while the fleet waited afloat for a light sea breeze to build.





**2019 ROYAL KAAG CLASSIC CUP**

1	FIN 53	Tara (Roope Juhonen, Pekka Honkavaara, Janne Heikkilä)	2	1	1	1	5
2	FIN 4	Trial (Ville Harkke, Pete Lindström, Sami Ekblad)	1	2	2	3	8
3	FIN 09	Vis a vis (Ari Bungers, Kustaa Lahtinen, Anders Hedman)	3	3	4	4	14
4	Z 69	Scatouitsa 4 (Matti Muoniovaara, Matias Muoniovaara, Heikki Häyhä)	dnc	dnc	3	2	15

**2019 HANKÖ EVOLUTION CUP**

1	AUS 62	Ku-ring-gai (John Bacon, James Mayjor, Terry Wetton)	1	1	3	1	6
2	FIN 38	Zorina (Esko Rechartt, M. Volontis Janne Mäkinen)	2	2	2	2	8
3	SUI 182	Skylla IV (Andre Bernheim, Urs Werner, Alex Bernheim)	dnf	dnc	1	dnc	13



**ARTEMIS XIV** HAD it all their own way on the second day, winning both races by comfortable margins. Tuesday was always looking like being the windiest day of the week, but no one expected it to become as windy as it did, gusting to 24 knots during the second race of the day. At times the wind was down to 5-6 knots, so there were plenty of opportunities for gains and losses. In general **Artemis XIV** took all the gains and let the other boats take the losses.

**New Moon**, was fastest to the top mark in Race 2, rounding well ahead of **Artemis XIV** and **Otto**. Downwind, there were large pressure changes and **New Moon** got stuck in the middle with boats passing both sides. **Artemis XIV** rounded the gate in the lead and led round the remaining marks to take the win, with **Marie-Françoise XIX** coming through to second and **Girls on Film** picking up the first of two third places.

**Girls on Film** won the pin end in Race 3, but the wind almost died soon after and the boats wallowed on the chop. A big change was coming and on the far right boats were pointing high on starboard tack. **Girls on Film** was the first on the left to tack over to meet the new wind, and for a few minutes was sailing away from the fleet in 10 knots more breeze. However then the wind increased further and clocked left 30-40 degrees, leaving them stranded while **Artemis XIV**

flipped over and lifted up above them, to lead at every mark. **New Moon** still led overall after three races with **Girls On Film** up to second and **Artemis XIV** in third.



**ARTEMIS XIV** MOVED to the top on Day 3 after two more races on Wednesday. It was a day that promised much more, but delivered two quite tricky and at times frustrating races with the wind dropping down to 2-3 knots in both races. In the first race it shuffled the fleet, while in the second the changes were not so great. Patience and risk were rewarded in equal measures.

Luck did not seem to be on the side of **New Moon**. Again, she rounded the top mark with a clear lead after the first upwind in Race 4, only to see it disappear like the wind on the second downwind. **Girls On Film** was second at the top, just ahead of **Clark Kent** (NOR 64, Craig Symonette, Michael Dungston, Marc Ryan), and took the lead on the second upwind, sailing the shifts well as the wind started to go funky.

The final downwind changed everything with **Clark Kent** following **New Moon** and **Girls on Film** down the left, while most of the fleet went right. While the wind on the left died, leaving them stranded, **Beta Crucis** went furthest to the right and held onto pressure to sail right around the pack to come in fast (relatively) to the gate and round ahead for a short beat

**Left:** Start of Race 3 of the Scandinavian Gold Cup • **Top left:** Girls on Film and Artemis XIV battle downwind in the deciding race • **Below:** Race 1 of the World Championship • **Right:** Caracole • **Top right:** Scatouitsa 4



Janne Heikkilä, from Tara: "The boat is new for us. We just got it this year and we haven't had much time to practice.

For Tara, it was something of a homecoming. A Britton Chance Jr. design, she was the last wooden 5.5 Metre built by Vator, in Helsinki, in 1968 for Britton Chance Sr.

Heikkilä continued, "This is my first time in 5.5 Metres. I am not familiar with the class but it is wonderful. The atmosphere is very nice and everyone is like friends from the beginning. We are very happy."

On sailing the 5.5, he said, "It is a fantastic boat One of the best boats I ever sailed in my life. I haven't sailed so many boats but still I really enjoy sailing this boat. The boat is wonderful, excellent. The lines are beautiful. It's really good to sail."



**AT THE END** of Wednesday there was a very tight scoreboard with the top four boats within two points. **Artemis XIV** and **John B** were level with **New Moon** and **Girls On Film** a further one point back each.

But the fleet had to wait two more days before getting back on the water, with Thursday called off because of no wind on the race course.

It was all on for the final day, which produced some thrilling racing with the title not decided until the final race. The fleet set out an hour earlier than usual to try and make the best of the morning breeze, but the best breeze of the day had been reserved for the afternoon. The first race was beset by huge shifts and mark changes as the race committee tried to keep pace with the fickle wind. **Artemis XIV** led at the top and looked to have the race sealed, but with a 60-degree shift on the second upwind, **Caracole** came through to take a commanding lead to win. Then on the final upwind, **New Moon** played the shifts well to pass **Artemis XIV** just short of the line.

This left **New Moon** with a one-point advantage over

up to the moved finish line. **John B** also gained on the left upwind to cross in second while **Caracole** sneaked into third. **New Moon** and **Clark Kent** finished a distant 10th and 11th.

The second race followed a similar pattern, but this time there were no big changes. **John B** nailed the pin and crossed on the first tack to lead the fleet around for a great race win. **New Moon** was second at the top, ahead of **Artemis XIV** and **Beta Crucis**. These four managed to separate from the fleet and had their own race, with the only change being **Artemis XIV** passing **New Moon** on the second beat. The boats finished in barely a breath of wind, while late finishers were able to hoist spinnakers to cross the line. It was that kind of day.

It would be a difficult task to count the number of world titles, national titles and sailing achievements within the fleet, but perhaps one more than any deserves a mention. Sailing a 1991 Evind Still designed Evolution boat, Zorina, Esko Rechartt is most famous for winning an Olympic gold medal in the Finn class in 1980, just across the bay in Tallinn, Estonia.

"The 5.5 is just for fun, so I got the boat in 1988, and did some sailing weeks. I did the worlds when they were here in 2002. We were tenth overall, which was OK, but I haven't sailed for ten years. In 2002, we got a special prize for the best boat with Dacron sails."

"If you compare 5.5s to other classes, this is a very sophisticated boat and reacts immediately to the breeze so it accelerates very fast and needs a delicate touch. Also the crew likes it, with a big spinnaker and also it is also very sporty and a lot of crew work to do, so they are not bored."





Peter Morton: "We are certainly learning a lot about the 5.5 and we are very happy with our speed, though probably we've not been as smart as we should and our boat handling is probably a little bit suspect, but we are enjoying it."

"I have always looked at them and thought they were really cool boats, and I quite like the idea of only having to organise two other crew. Half the fun for me is the planning and the thought that goes into trying to find the little gains, and I guess my background came from 505s and quarter tonners and even more recently the Fast40, where if you put some thought into it you can make some small gains."

"They are great boats to sail. They are really nice. They are tweaky, they are difficult, but they are rewarding. The tacking angles are pretty amazing. You think you've got someone covered and then they suddenly tack and are pointing straight at you. It's like sailing the America's Cup boats in the old days."

"We have got some ideas for 5.5s and I enjoy that side as much as the sailing, so it's just a different approach, but I am absolutely not a one-design fan, even though I have sailed plenty of them."

"There are some great characters in the class. I have been sailing for over 60 years and I am only 66, but what I enjoy is the company. There are very few classes where I think the camaraderie is so great. We all go out in the evening together. We socialise a lot and it's a nice group of people to spend time with and I want to spend time with people who I enjoy their company."



**Artemis XIV** with one more race to sail. The final race would be the decider. The wind was less than cooperative and after several course changes and one recall, the fleet got away in a building breeze that peaked at about 15 knots on the final leg.

**Artemis XIV** came out of the start of the final race with speed and protected the left to lead the fleet round every mark. It was tight at times, but they covered and watched the race develop from ahead and then when the breeze filled in on the final beat extended for a great win to take the world title in style. For Nergaard, it was his ninth world title at helm, and the fourth for the team with Johan Barne and Trond Solli-Sæther. **New Moon** finished second while, **John B** took third.

In winning the world title, **Artemis XIV** also takes the double after winning the Scandinavian Gold Cup the previous week, the first time this feat has been achieved since 2011, when it was also sailed in Helsinki.



**IN THE EVOLUTION** fleet, **Ku-Ring-Gai** had dominated all week, as she did in the Hankø Evolution Cup, and finished 11th in the overall standings. They took the Frank Tolhurst Perpetual Trophy back to Australia, where it came from.

Likewise in the 10-strong Classic fleet, **Tara** was consistently the best boat over the two weeks and took the Quail Trophy, though a strong finish from **Trial** left them

Kristian Nergaard: "To win the world championship was great for the team, for Trond and Johan, as **New Moon** beat us in the first race and it was very uncertain, so we said we cannot be defensive in the second race and had to get the best start, and that's what we did and **New Moon** had a bad start and we had the advantage at the start and were on the right shifts and in the right place all the way."

"If you win the Gold Cup, winning the worlds seldom happens. So we said if we win the Gold Cup that's a bad thing. It's not very often you win both, so we are really happy to do that."

Sometimes it's really good to win the Gold Cup and other times it's the worlds. This time around winning the worlds was a greater feeling, though that's not saying that the Gold Cup wasn't important, because it was, being 100 years old this year, so we are very happy to come back here and do that."

"This week all the good guys had a bad result and it was about trying to get a good average. All the other guys in the fleet are getting better and better and it is very professional the way they work and the way they set up the boats and do tactics and I would say from that four or five years back it's actually been tougher to win the worlds at this point."



Far left: Ali Baba • Top: Trial • Above: Skylla IV



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## FINAL RESULTS • 2019 WORLD CHAMPIONSHIP - NJK, HELSINKI, FINLAND

1	NOR 57	Artemis XIV (Kristian Nergaard, Trond Solli-Sæther, Johan Barne)	(9)	1	1	7	2	3	1	15
2	BAH 21	New Moon (Mark Holowesko, Christoph Burger, Peter Vlasov)	1	5	2	(10)	3	2	3	16
3	BAH 22	John B (Gavin Mckinney, Mathias Dahlman, Lars Horn Johannessen)	3	6	(8)	2	1	5	4	21
4	SUI 214	Caracole (Bernard Haissly, Daniel Stampfli, Nicolas Berthoud)	5	4	(9)	3	5	1	7	25
5	GBR 40	Girls on Film (Peter Morton, Ben Cornish, Sam Haines)	4	3	3	5	(7)	6	6	27
6	SUI 228	Marie-Françoise XIX (Jürg Menzi, Rasmus Knude, Bo Selko)	8	2	6	8	(9)	4	2	30
7	SUI 209	Otto (Bent Christian Wilhelmsen, Lasse Berthelsen, Luka Strahovnik)	2	11	5	4	(12)	7	9	38
8	ITA 79	5Billy5 (Hemming Hanses, Melker Lundberg, Isak Nordlund)	6	7	10	6	6	(11)	5	40
9	AUS 63	Beta Crucis (Martin Cross, Martin Bunch, Bob Stoddard)	7	8	(dnf)	1	4	12	10	42
10	NOR 64	Clark Kent (Craig Symonette, Michael Dungston, Marc Ryan)	10	10	4	(11)	8	8	8	48
11	AUS 62	Ku-ring-gai (John Bacon, James Mayjor, Terry Wetton)	(12)	9	7	9	11	9	11	56
12	GER 84	Ali Baba (Wolf-Eberhard Richter, Karsten Melcher, Jörg Sonntag)	11	12	11	12	(13)	10	13	69
13	SUI 182	Skylla IV (Andre Bernheim, Urs Werner, Alex Bernheim)	(dnc)	13	12	13	10	13	12	73
14	FIN 38	Zorina (Esko Rechartt, Janne Mäkinen, Henrik Andersson)	13	14	15	14	14	(16)	14	84
15	FIN 53	Tara (Roope Juhonen, Pekka Honkavaara, Janne Heikkilä)	15	16	17	15	15	(20)	16	94
16	FIN 4	Trial (Ville Harkke, Pete Lindström, Sami Ekblad)	14	(20)	16	18	17	15	15	95
17	FIN 43	Figaro (Pekka Ervamaa, Matti Ervamaa, Mikael Ervamaa)	19	18	13	17	(20)	14	17	98
18	Z 69	Scatoulitsa 4 (Matti Muoniovaara, Matias Muoniovaara, Heikki Häyhä)	16	(22)	19	21	16	17	20	109
19	GER 26	Willy Lehmann(Hauke Wulf, Gert Lorenzen, Dietmar Löhndorf)	17	19	18	16	(21)	18	21	109
20	FIN 46	Rush VI (Anders Nordman, Robert Segercrantz, Johan Hjelt)	(dnf)	15	20	20	18	19	18	110
21	FIN 6	Skylark (Filip Blomquist, Rikhard Wickström, Elias Huhtala)	20	17	21	19	(22)	21	22	120
22	SWE 46	Cirrus 2 (Håkan Kellner, Mats Nelson, Johan Ploom)	18	21	(22)	22	19	22	19	121
23	FIN 51	Lotten (Petri Wilska, Pauliina Mattila, Harri Saksi)	21	23	14	23	23	(24)	23	127
24	FIN 09	Vis-a-Vis (Ari Bungers, Kustaa Lahtinen, Anders Hedman)	22	24	(dnf)	dnc	24	23	24	142

only one point behind *Tara*. *Trial* took The Trofeo Italia for the best Classic Boat with an attached rudder. The strong Finnish Classic fleet was proof there is gaining interest and enthusiasm for racing the older boats and they certainly brought some extra beauty to the fleet, and given the right breaks showed more than a few transoms to the newer boats in the fleet.



It was an interesting and pleasurable two weeks in Helsinki, sailing from the magnificent city centre location of the Nyländska Jaktklubben (NJK). During the event the sailors experienced the hottest day in Helsinki in 175 years, and a range of wind conditions. Though many days had light winds, it was ironic that the prizegiving on the club lawn overlooking Helsinki was held in quite strong winds.

### PRIZEWINNERS

**The Bobby Symonette Trophy** (Race 5): *John B* (BAH 22 Gavin McKinney, Mathias Dahlman, Lars Horn Johannessen)



**The DEB Trophy:** *New Moon* (BAH 21 Mark Holowesko, Christoph Burger, Peter Vlasov) • **The Peter Fazer Memorial Trophy:** *Artemis XIV* (NOR 57 Kristian Nergaard, Johan Barne, Trond Solli-Sæther) • **The Frank Tolhurst Perpetual Trophy:** *Ku-Ring-Gai* (AUS 62 John Bacon, Terry Wetton, James Mayjor) • **The Quail Trophy (Best Classic Boat):** *Tara* (FIN 53 Roope Juhonen, Janne Heikkilä, Pekka Honkavaara) • **The Trofeo Italia (Best Classic Boat with attached rudder):** *Trial* (FIN 4 Ville Harkke, Sami Ekblad, Pete Lindström)





# From Hankø to the world

**PETTER FJELD** HAS BEEN SAILING 5.5 METRES SINCE THE EARLY 1990s. A MEMBER OF HANKØ YACHT CLUB, VENUE FOR THE 2021 SCANDINAVIAN GOLD CUP AND WORLD CHAMPIONSHIP, HE TALKS ABOUT HIS YEARS IN THE CLASS AND THE BEAUTY OF HANKØ.

**H**ankø was always on the old 5.5 Metre calendar. “Our late King Olav V was a very keen sailor that loved Hankø. It’s an intimate small club that perfectly suits the class and of course the sailing just outside the island is fantastic.”

“The best conditions is always the seabreeze that builds during the day. It’s nice offshore sailing just a short distance from the dock.”

His advice for next year: “Hankø is a nice holiday Island so try to enjoy that. It’s an island without cars where you can relax on the rocks after sailing. If the island is too small, Fredrikstad is only 20 minutes away and that town is getting quite good when it comes to restaurants and urban life.”



Hankø is different, with lots of charm. Live the island life and enjoy it.”

Petter Fjeld began his sailing career in a Flipper 2 person dinghy at the family summerhouse and sailed as a crew with his older brother. “Later at 14 I started windsurfing and at about 18 I was crewing on a cruiser. We did day racing around Hankø and it was very social and fun. My friend’s father was a great owner and gave us a great start in this sport. There was not many big results but many hours on the rail and many great parties.”

As well as the 5.5 Metre Petter has sailed Star boats, Melges 24 and is currently active in the Finn Class. “When I started sailing 5.5 Metres there was an very active class at Hankø and big names were visiting from all over the world. The boats were beautiful and we all admired them and the dream was to sail on one of them one day. Thomas Borgen’s father had a 5.5 Metre and I asked for a crew position but I had no luck first time. Then in 1991 the fleet championship was being held and they needed a third guy. I had no experience but I loved it. The result after three days was a disaster and the skipper left the boat on the dock and went home. This opened a new chapter and Thomas now had the tiller in his hand and we started working and training towards the worlds in Hankø in 1993.”

“We did our first international regatta on Garda in 1992 and from then I have been committed and in love with these

**Top and right:** Clark Kent in Newport in 2020  
**Left and top right:** Cowes 2018



beautiful boats. *Clark Kent* is my third 5.5 Metre but I am up to number six in Finns. I just got a new one last week.”

His first 5.5 Metre was NOR 44, a Warren Muir design from the early 1980s. “She had a very nice shape but was Stone Age in comparison to a modern boat these days. The design and build has changed a lot from wooden open cockpits and alloy masts to carbon and Swiss build.”

“First of all it’s a very nice and balanced boat to sail. The boats are pretty and the different designs fascinate me. Very important is also all my good friends from around the world. We are an international family that gathers at regattas and for holidays.”

### BRONZE

In the 5.5 Metre he says the Bronze medal at the 2009 World Championship in Hankø, sailing with Thomas and Christen Horn Johannessen, was especially memorable. “We spent some time training and preparing in local waters during the spring. Our speed was good and we were consistent. The last race was a horror that started with a bad start and a crash. After doing turns we got ourselves together and Christen’s tactics were world class. We saved the bronze and I had the most exiting race of my life.”

Besides Thomas Borgen, he mentions Gavin McKinney as being most influential in getting him started in 5.5 Metres. “They got me hooked in the beginning. I started crewing for Gavin in 1998 together with Craig Symonette. They kept the legacy from Bobby and we travelled Europe with BAH 17, *John B Once Again*. Later on, those years were the reasons for buying NOR 61 and 64. In 2007 Gavin bought Jussi Gullichen’s old boat and “before even sailing the boat himself he lent me his new boat and we sailed on Garda. Later that year we sailed the Italian championship together and came third. I was hooked and we ended up on the start line in Nassau with NOR 64 that Thomas and I bought from Thomas Sprecher. Thomas and I still sail 5.5 Metres together 29 years after our first sail.”

“I was always impressed by the Bahamians, with Craig



and Gavin never giving up Bobby’s legacy and always keeping a *Silver Fox* and *John B* on the road. They always campaigned even if the class was weak, and if you look now it’s looking healthier and stronger than ever.”

“The 5.5 Metre is a beautiful and well balanced sailing boat. It’s a pleasure to sail with all the trimming and ropes. I think the PR work we do now is the right way. The beautiful boats are now being exposed in the sailing media and it works.”

“The class needs sailors that are willing to build boats and take a risk. This is building the second hand fleet and pushing the new designs forward. It’s risky but some owners are attracted to the whole process of designing and building a new yacht. A 5.5 Metre is still relatively a small boat and the risk is a lot smaller than a 50 footer.”

Petter has run Storm Event for 20 years, an adventure travel company using his love and knowledge of sailing and the north, with a focus on Svalbard, the Faroe Islands, Greenland, Alaska and good food. “Sailing was one of the pillars of the company when I started. It has always been boating and sailing. The company had a First 40.7 for years but that was changed for a RIB. Now the company is more into bigger events on shore. The high season is spring and autumn so I always struggle with world championships unless they are overseas or down under.”

### FINN

He says the high point of his sailing career so far was the Finn World Masters at Torbole, on Lake Garda. “Christoph Burger and I spent the spring there preparing and it paid off. Chris came fifth and I came 56th, which is page three of the results list but we were 360 boats on the line. We had a great time and I loved every minute. I still love Torbole.”

For now Petter is taking a break from 5.5 Metre sailing, going back to the Finn for a while. But he will be back, “My heart is with the 5.5 Metre class, so watch out in the future for another *Clark Kent*.”





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### ROYAL KAAG CLASSIC CUP

1<sup>ST</sup>

—  
Congratulations  
*Roope Juhonen*

### HANKØ EVOLUTION CUP

1<sup>ST</sup>

—  
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### SCANDINAVIAN GOLD CUP

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THE 2020 WORLDS AND GOLD CUP FOLLOWED A PERIOD OF REVIVAL AND GROWTH IN THE AUSTRALIAN FLEET. **MARTIN CROSS** EXPLAINS...

# Exciting time for Australian fleet



**T**he 2019/20 season has been an exciting time for the 5.5 Metre Class in Australia. The highlight being the January 2020 Scandinavian Gold Cup and Worlds at The Royal Prince Alfreds Yacht Club.

Fives are now regularly sailing in Sydney at Vaucluse Yacht Club and the Royal Australian Navy Sailing Association and we have a big revival at RPAYC, 35 km up the coast from Sydney on the beautiful Pittwater, with 14 boats now in the fleet. The revival has included some amazing recent renovations of the amazing old boats including: *Kings Cross*, *Baragoola*, *Rhapsody*, *Arunga VII*, *Arunga X*, *Ku-Ring-Gai* and *Ku-Ring-Gai II*. It has been wonderful to see these old adversaries competing together again.

Also very recent exciting news. John Bacon has bought a late Modern in Switzerland and long time 5.5 Metre sailor Colin Ryan and his son are rejoining the fleet also with the purchase of another Modern 5.5 Metre. This should mean that along with AUS 63 *Beta Crucis* (Bob Stoddard/Martin Cross) there will be three Australian Modern 5.5 Metres joining the fleet in Europe for the 2020 season.

2019 started with an epic Festival of Fives week at the end of February with John Bacon, Terry Wetton and James Mayjor taking out the major event, the Nationals in the Modern *Ku-Ring-Gai II*. *Antares* (Martin Cross, Ben Byford and Tim Byford) took out the Evolutions and *Baragoola* (Jason Antill, Tom Spithill and Damian Macey) the Classics. *Ku-Ring-Gai II* also took out the Alfreds Gold Cup fun twilight race and Lauren Crossman sailed *Skagerak* to victory in the Thursday night Associates Ladies Twilight Race.

Throughout 2019 the Fives regularly sailed in the club's sailing programmes and in One Design Regattas with their own class or racing with the Etchells. In the spring in September preparations began in earnest for the Scandinavian Gold Cup and Worlds. Australian Moderns and Evolutions started returning or being bought and imported into Australia and the fleet spruced up. An exciting Gold Cup selection and training weekend was held in the middle of December on the Palm Beach Circle with *Beta Crucis* (Martin Cross, Bob Stoddard and Martin Bunch) narrowly taking out the Australian selection

by winning the last race (*Beta Crucis*, *Ku-Ring-Gai* and *Ku-Ring-Gai II* all having won one race each).

Then in January RPAYC were honoured to hold the first 5.5m Worlds in Australia for 15 years. There are many reports of the racing elsewhere. It was a truly fantastic event enjoyed by the club, members, volunteers and competitors alike. Huge congratulations to Kristian Nergaard and the Team in *Artemis XIV* who took out the major double (World Champion and Norway winning the Scandinavian Gold Cup), Petter Fjeld and Team in *Clark Kent* who got hold of the solid gold Alfreds Gold Cup (for at least the evening), John Bacon and Team who took out the Hanko Cup and Evolution Worlds and *Baragoola* (Jason Antill, Larry Eastwood and Damian Macey) who narrowly won the Kaag Classic Cup and Classic Worlds over the famous Carabella and Kings Cross. Two new trophies were added to this year and for future World Championships. Congratulations to *Shaolin*, Cyrus Golchan and Team for winning the Corinthian Prize (donated by Kaspar Stubenrauch) and *Prettyname*, Max Muller and Team for taking out the inclusive RPA Worlds Handicap Jug (donated by The Royal Prince Alfreds Yacht Club).

All the 5.5 Metres sailors down under are now recovering and are looking forward to this year's 'Festival of Fives' taking place from 29th February to 7th March. Five events and eight days of 5.5 Metre sailing including the Australian 2020 Nationals from 1st to 3rd March. Then it is time for some of the fleet to fly north for the winter to a summer of 5.5 Metre sailing in Europe.



# The Origins and Birth of the 5.5 Metre Class

**DAVE HOLLOM** LOOKS AT HOW THE 5.5 METRE CLASS RULE EVOLVED OUT OF A RIVALRY BETWEEN TWO RATING RULES AND TWO YACHTING ASSOCIATIONS. PART OF THIS ARTICLE WAS FIRST PUBLISHED IN SEAHORSE MAGAZINE IN MARCH 2005, ISSUE NUMBER 301.

**T**he origins of the 5.5 Metre Class are interesting because the rule to which they are designed was originally conceived as a rule for full size sailing craft but was not initially used for that purpose. It was instead used as a rule to promote international model yacht racing but it did finally revert to its original purpose, as a rule for full size sailing, with far reaching consequences.

The story involves two rival yachting associations, two rival rating rules, two of the pre-eminent yachting journalists and administrators of the day, and in one way or another, the leading yacht designers from both sides of the Atlantic. It also involved what seems like a fair amount of sibling rivalry.

The story starts at the turn of the last century when yachting authorities on both sides of the Atlantic were desperately searching for a rating rule that would treat equitably boats of varying sizes. (Sounds familiar). It is quite obvious, even to the casual observer that a good big-un will

always beat a good little-un. Indeed, if almost any sort of rating rule had been used when the schooner *America* won her famous race round the Isle of Wight back in 1851 we would not now be racing for the America's Cup but for the Aurora's Cup (doesn't have quite the same ring does it) for *America* was a 170-ton schooner and *Aurora* only a 47-ton cutter and *Aurora* finished only 8 minutes behind. Any fair handicapping system would have placed *Aurora* miles ahead. Forget the hollow waterlines and flat cotton sails and any of the other reasons that observers gave for *America's* supposed superiority. She won because she was bigger. Under a handicap system she would have been beaten fair and square.

## RATING RULES

Yachting, on this side of the Atlantic, had been, since about 1880, through a number of rating rules that had not produced the results desired by their architects. These were: from 1881-6, the Yacht Racing Association (YRA) "1730" Rule, from 1887-1895, Dixon Kemp's Length and Sail Area Rule, from 1896-1900, the First Linear Rating Rule and from 1901-06, the Second Linear Rating Rule, culminating in 1906 with the First International Rule which survived until 1919. On the other side of the Atlantic the Seawanhaka rule, a length and sail area rule, adopted by the Seawanhaka Yacht Club in 1882 and widely, though not universally, used throughout North America, had similarly, in 1902, been superseded by the New York Yacht Clubs Universal Rule. (See panel for details of all the rating rules mentioned).

The main architect of the Universal Rule was Nathaneal Herreshoff and it was the first rating rule to include displacement as a variable within the rule. It also included a





novel and ingenious way of estimating sailing length known as the quarter beam measurement. Rather than measuring waterline length or some plane above the waterline and then restricting the ends by girth measurements, Herreshoff proposed that a good approximation of sailing length would be to take the length between the intersections of a buttock line drawn at one quarter the waterline beam from the centreline and a waterline one tenth the waterline beam above LWL. However, in the "J" class, this was later amended to a waterline one eighth of the waterline beam above LWL.

Herreshoff also enters the story as perhaps the first designer to use sailing models to try out design ideas and to assess performance, indeed he is credited with the invention of the vane steering gear, used to steer model racing yachts before the invention of radio control.

During this period William and Edmund Froude had been conducting their famous experiments that identified the major sources of hydrodynamic drag and much more was now known about the factors that determine a boats performance. By the early part of the century, therefore, the yachting fraternity was in a much better position to produce a more equitable rule, indeed, in April 1906, Edmund Froude presented a paper in London, to the then Institute of Naval Architects, on the subject of yacht rating rules.

### LINEAR RATING RULES

The Linear Rating Rules had been devised, primarily as a reaction to the length and sail area rule, which produced the so called skimming dishes whose shallow canoe bodies did not offer the prospect of incorporating any kind of practical accommodation, except in the very largest classes. The fact that the people who sailed these exciting small raters, as they were known, were not interested in accommodation as they were only ever used as day racers, did not weigh heavily with the YRA.

For various reasons the linear rules did not produce the boats that the establishment desired, many designers persisting successfully with the skimming dishes that the rule was meant to do away with. So, as the British, German and French rules were due for revision in 1907-8, the YRA invited every country with a known fleet of racing yachts to a conference in January 1906 to discuss a new Rule that would promote international racing and presumably put an end to the hated skimming dishes. All except the USA and Russia attended and one of the direct results of the meeting was the formation of the International Yacht Racing Union (IYRU), later the International Sailing Federation (ISAF) and now World Sailing. Its first secretary was Brooke Heckstall-Smith who was also secretary of the YRA, yachting correspondent of 'The Field' and chief YRA handicapper. By and large the meeting adopted a set of proposals to produce a fuller bodied boat, which had been previously put forward, a number of years earlier, by a committee of yacht designers which included William Fife and George Watson but which had been rejected at the time by the YRA. The resulting rule was known as The First International Rule and it was finally ratified in London in June 1906.

Just as important as the adoption of this new rule, to our story, was an edict by the YRA, that boats weighing less than

three quarters of an Imperial Ton would not be granted a rating certificate. This was an attempt to do away, once and for all, with the small raters the YRA appeared to so hate. However, it had the effect of excluding the large number of small boats which made up the bulk of the British racing fleet, whose owners, mostly young men, promptly set up their own association, the Boat Racing Association (BRA).

### HECKSTALL-SMITH

Sometime before the First World War, Malden Heckstall-Smith, brother of Brooke Heckstall-Smith, became editor of Yachting Monthly. He was also active in the BRA and was thus in direct conflict with his brother at the YRA. It was perceived at the time that to be a proper yachting authority you had to have your own rating rule. The BRA also wanted a rule that would allow the very many One Designs that made up a large part of their fleet, to sail against each other in competition and so Malden produced a rule for the BRA known as the BRA Eighteen Foot Rule. Unfortunately, before any boats could be built, war intervened and yachting stopped. With not much material to put in his magazine

Malden persuaded designers, not away at the war, to draw boats to this rule, which he published in Yachting Monthly. He also persuaded the model yachtsmen of the Model Yacht Sailing Association (MYSA), who sail on the Round Pond at Kensington, to build models to the rule so that he could judge its effectiveness. The class was formally recognised by the Model Yachting Association (MYA) after the war and it

persisted in model competition until 1930.

During the war many of the large British yachts had been sold, mainly to Scandinavia, and when hostilities ceased there were very many small boats and not many big boats in Britain. The YRA had the organisation and the BRA the boats so that a merger was proposed, with the BRA Eighteen Foot Rule being adopted by the YRA. However, the Scandinavians, who now owned many boats to the International Rule and who, therefore, had a vested interest in keeping the International Rule, threatened to breakaway and form a Baltic Federation with the Germans. The upshot was that the merger between the YRA and the BRA went ahead but although the BRA Eighteen Foot Rule was adopted, a new International Rule was also formulated, to placate the Scandinavians, and only four boats were ever built to the Eighteen Foot Rule.

Malden Heckstall-Smith was no enthusiast of the new International Rule as it was, in essence, still only a length and sail area rule and as such did not take the effect of displacement into account. The only way displacement came into the rule was as a minimum, dependant only on waterline length and incorporated with no other purpose than to get away from the skimming dish type. The rule was also very type forming, which is what it was intended to be. It incorporated a girth difference the purpose of which was to force the designer to produce a deep canoe body in order to give better accommodation. This may have made some sense in the larger classes but the smaller boats, 5, 6 and 7 metres were day boats with no accommodation and so this rule to



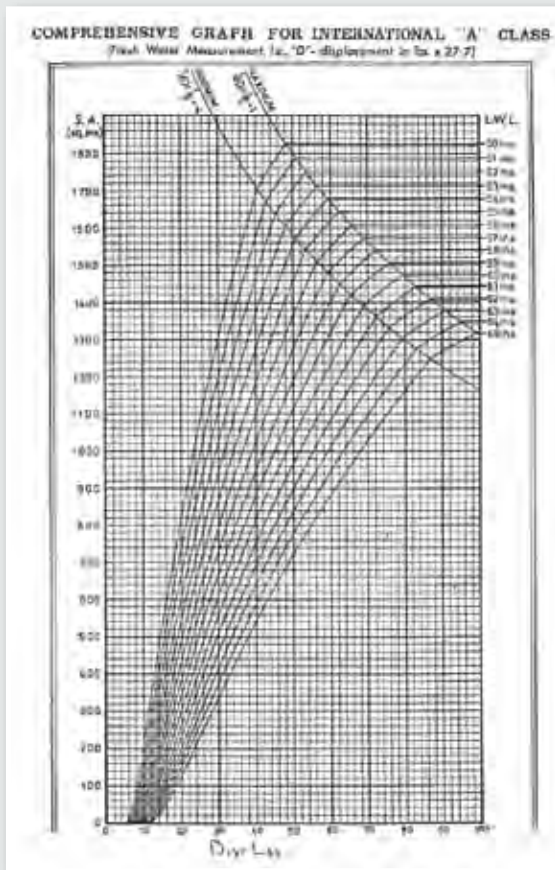
encourage depth made little sense in these smaller classes. Also, Malden thought that the designer should be the one to choose the shape of his midsection, not the rule-maker. In as much as every rule is, to an extent type forming, Malden wanted a rule that was as little type forming as possible so that experiments in design could take place within the rule and further it could be used to handicap the many One Designs then in existence. What Malden was after was a rule that would equitably rate boats of widely differing types and thus displacements and so the rule would have to take account of displacement as well as length and sail area.

### THE AMERICANS

On the other side of the pond the Americans had, since about 1902, been racing to a rule, which, as already mentioned, did take into account displacement.

This was the Universal rule to which the famous "J" boats had been designed as well as the smaller "M", "P" and "R" classes. In model yachts the American "B" class was also to the Universal rule but with some small modifications to allow a relatively deeper fin. In the early part of the century the two continents built and raced boats to their own rules, the Universal in America and the International in Europe, but in a major feat of diplomacy, in 1930 it was agreed that the Universal Rule would be used for International competition in yachts that rated above 14.5 metres and the International Rule would be used for yachts under that rating.

What Malden did was to bring the vital ingredients of these two rules together, as indeed he had previously done in his earlier Eighteen Foot Rule. Drawing on the experience he had gained from sailing the designs to the model version of this rule, which had shown that the rule did seem to equitably rate boats of different sizes, he retained the original weighting of the two parts of the rule. (Although the divisors are different in the second part of the formula,  $36D^{0.333}$  in the Eighteen-foot rule and  $12D^{0.333}$  in the "A" Class, this merely reflects the fact that displacement is measured in pounds in one rule and cubic inches in the other. Allowing for this, both formulas are identical). He also used the American quarter beam measurement system to regulate the ends of the boat rather than the European bow and stern girth measurements, which he had used in his Eighteen-foot rule. However, rather than using the quarter beam measurement as length itself, as in the Universal Rule, he used waterline length as length and applied a penalty



if quarter beam length exceeded a given figure based on LWL. He also incorporated an upper limit on displacement, based on waterline length, above which sail area did not rise with increases of displacement and also a displacement penalty so that if the displacement fell below a certain figure, again based on waterline length, sail area was lost at a greater rate with subsequent reductions in displacement. He then campaigned vigorously through the pages of the magazine he edited, *Yachting Monthly*, to have it adopted for the smaller International classes.

Whilst this was going on, in 1922 Mr W.J. (Bill) Daniels, the pre-eminent British model yachtsman of the period issued a challenge through the pages of *Yachting* magazine to any American model yachtsman willing to meet him in a series of races. The conditions of the eventually agreed challenge

called for the races to be sailed in the American "B" class and the challenge was accepted by Mr A.E. Bull. Bill Daniels designed and built *Endeavour* (Twelve years later in 1934, Mr T.O.M. Sopwith chose the same name for his challenger for the America's Cup) and Mr Bull defended with *Polka Dot*. Bill Daniels was soundly beaten, partly because he had no experience of designing to the Universal Rule and partly because of the method used to sail the matches.

### INTERNATIONAL "A" CLASS

On his return to England he wrote a report of the races for *Yachting Monthly* and also had a meeting with Sir Edgar Mackay who had recently acquired the magazine. This meeting resulted in the offer of the first *Yachting Monthly* 100 Guinea Cup (a lot of brass in those days) for international competition in a new class to Malden Heckstall-Smiths new formula. This class was known as the *Yachting Monthly* 6 Metre Class but eventually it became the International "A" Class when it was recognised by the newly formed International Model Yacht Racing Association in 1927. And so began a golden age for international model yachting.

The first cup was a Challenge Cup that could be won outright by three successive wins, which Bill Daniels duly achieved, beating two challenges from the Royal Danish Yacht Club and one from the Central Park MYC thereby winning the cup outright for Mr J Scott Freeman of Staines Model Yacht Club who was a well known up-river helmsman. A new *Yachting Monthly* 100 Guinea Cup, which is a perpetual Challenge Cup, was given in



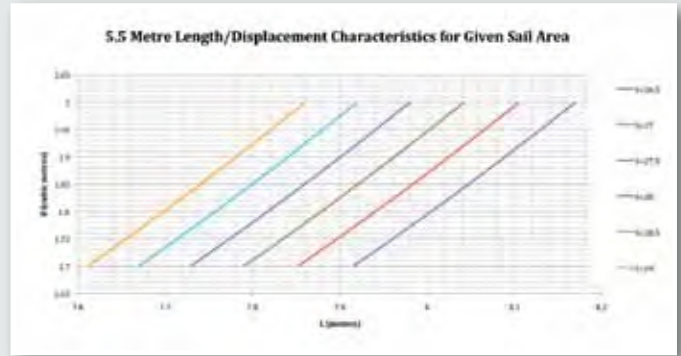


1926 and this remains in competition to this day though unfortunately not, in recent times, as an International Challenge Cup.

The results of competition in the International "A" class do seem to indicate that the rule rates equitably a very wide variety of boats. Over the years winners have come from almost all corners of the rule from the heavyweights of Rear Admiral Turner in the thirties, to the displacement penalty boats pioneered by Roger Stollery in the seventies.

The story, however, does not finish with the International "A" class. After the Second World War the IYRU perceived the need for a lighter more modern boat than the Six Metre, and with a smaller crew. Malden Heckstall-Smith and the renowned designer Charles E. Nicholson, who had for many years taken a close interest in the "A" class, and who indeed was a member of Gosport Model Yacht Club (it is rumoured that when signing the visitors book at other yacht clubs he took great pride in using Gosport Model Yacht Club as his home club) proposed the "A" class formula as the basis for this new rule and this was subsequently used to produce the 5.5 Metre Class though the ends were restricted by girths rather than by quarter beam measurements and there were many other restrictions. Malden Heckstall-Smiths dream of his rule being used for the smaller inshore classes

was thus eventually realised. However, it went much further than this and had a profound impact on offshore racing. It formed the basis of the RORC rule and from there went on to form the basis of the IOR rule though the way in which the major measurements were arrived at was very different. Over the years, therefore, the rule, which started life as a rule for full size boats, became a model racing yacht rule and then a rule once again for full size boats, has probably affected a greater number of racing yachts than probably any other rule and certainly more than the International Rule with which it was originally designed to compete.



## RULES

### Final International Rule (1936...)

Where L, d, F & S are all as in the First International Rule. Over the years minor changes have been made to various parts of the rule but the essential formula remains the same to this day.

$$\text{Rating} = \frac{L + 2d - F + S^{0.5}}{2.37}$$

### Seawanhaka Rule (1882-1902)

Where L is waterline length in feet and S is sail area in square feet.

$$\text{Rating in Feet} = \frac{L + S^{0.5}}{2}$$

### Universal Rule (1902-1939)

Where L is quarter beam length measured in feet at a height of one tenth of the waterline beam (one eighth in the J class) above the waterline, S is sail area measured in square feet and D is displacement measured in cubic feet.

$$\text{Rating in feet} = \frac{0.18 * L * S^{0.5}}{D^{0.333}}$$

### BRA Eighteen Foot Rule (1914-1925)

Where L is waterline length in feet plus 1.5 times the difference between the girth, covering board to covering board, at the bow waterline ending and twice the freeboard at that point, plus 0.333 times the difference between the girth, covering board to covering board, at the stern waterline ending and twice the freeboard at that point. S is sail area in square feet and D is the displacement in pounds. There were also many maximum and minimum dimensions

$$\text{Rating in Feet} = \frac{L + S^{0.5}}{4} + \frac{L * S^{0.5}}{36D^{0.333}} + \text{Penalties} = 18ft$$

### International "A" Class (1926...)

Where L is waterline length in inches plus half any excess in quarter beam measurement, S is the sail area measured in square inches and D is displacement measured in cubic inches. There are maximums of draught, and quarter beam length, which vary with waterline length, and which incur penalties if exceeded and also a maximum displacement, which also varies

$$\text{Rating in Inches} = \frac{L + S^{0.5}}{4} + \frac{L * S^{0.5}}{12D^{0.333}} + \text{Penalties} = 39.37 \text{ in}$$

with waterline length, and above which sail area ceases to increase. There is also a minimum freeboard, based on waterline length, below which penalties accrue and also a minimum displacement, also based on waterline length, below which sail area falls more rapidly with reducing displacement. (Measurements are now taken in millimetres and maximum rating is 1000)

### International 5.5 Metre (1950...)

Where L is length measured at a height of 82.5mm

$$\text{Rating in Metres} = 0.9 * \left( \frac{L * S^{0.5}}{12D^{0.333}} + \frac{L + S^{0.5}}{4} \right) = 5.5 \text{ m}$$

above LWL plus the bow girth difference plus one third of the stern girth difference, the girth differences being measured at the ends of measured length. There are hard maximums and minimums for displacement and sail area, a maximum draught and a minimum beam and freeboard plus other restrictions. (The 0.9 in the formula is only there to make it a 5.5 Metre and avoid confusion with the existing 6 Metre. Without it, it would be a 6.11 Metre).

### International Offshore Rule (IOR)

Where, put in the simplest terms, L

$$\text{MR} = \frac{0.13 * L * SC}{(B * D)^{0.5} + (0.25 * L) + (0.2 * \{SC + DC + FC\})} * \text{DLF}$$

is a measure of length, SC is corrected sail area which has already been square rooted and so does not need to be rooted in the formula, B is a measure of beam and D is a measure of depth (as B \* D is a square measure it only requires square rooting in the formula rather than the cube rooting of displacement in the other rules). In the second part of the formula, rather than dividing the sum of length and the square root of sail area by 4 as in the "A" and 5.5 metre rules, they are both modified by slightly different amounts, 0.25 for length (equivalent to dividing by 4) and 0.2 for the sail area term, probably because the term for sail area also includes DC, a draught correction and FC, a freeboard correction so that to remain similarly weighted it needs reducing by a larger amount. So, although at first sight it looks very different to the original "A" class rule it is in reality remarkably similar.

# FULL CIRCLE FOR TARA



THE 1968 BRITTON CHANCE JR DESIGNED **TARA**, FORMERLY **COMPLEX VI**, HAS RETURNED TO THE COUNTRY WHERE SHE WAS BUILT BY VATOR OY IN HELSINKI OVER HALF A CENTURY AGO. AFTER RECONSTRUCTION IN ITALY IN 2012, TARA RETURNED TO FINLAND IN 2019.

**I**n 1968 Dr. Britton Chance, winner of the Olympic gold in Helsinki in 1952, commissioned his son Britton Chance Jr. to design a new hull to be built by the Finnish shipyard Vator Oy AB.

The boat was built with a quite unique construction, as seen in the picture. All the laminated keel floors from rudder post to mast foot were integrated into the frames from gunwale to gunwale. Between those heavy frames were the thin bent frames. Also the boat is without a traditional bilge.

With the name of *Complex VI* and sail number US 78, this was the last wooden construction of the Helsinki shipyard. In 1970 the boat was acquired by Thomas Sprecher, a former





honorary president of the International Class Association, who renamed her *Joker III*, registered in Switzerland under the sail number SU1 104.

Some of the Britton Chance jr boats in 1968 were slow and unsuccessful in a breeze over 12 knots. In the 1968 US Olympic Trials in California, *Complex VI* finished 14th out of 17 boats, the worst of the new boats.

Following the fate of many other 5.5 Metres of the last period of the Olympic era, in 1973 the hull was modified by separating the rudder from the keel, which made the boat much more competitive. Sometime in the following years the boat was sold to France where it took the sail number F 41 and the name before *Tara Fai*, sailed by R. Branellec, and subsequently only *Tara* when it was owned by Thierry Calage. It was sailed from the French military port of Ile aux Moines, before it was abandoned on land.

In 2012 *Tara* was found by Maria Cristina Rapisardi, of the Italian 5.5 Class. She undertook the renovation of the hull and in 2013 *Tara* was brought to Italy, and carefully restored by the Ernesto Riva Shipyard. She was measured with the sail number ITA 78 to recall the US original.

In the following seasons they participated assiduously in all the national and international regattas obtaining excellent results including victories in the 2015 Royal Kaag Classic Cup and the World Championship Classic division held in Nynäshamn in Sweden.

In 2019, *Tara* came full circle and was returned to Finland, and sailed under the burgee of Lahden Purjehdusseura (Lahti Sailing Club), to the north of Helsinki.

Sailed by Roope Juhonen, Pekka Honkavaara and Janne Heikkilä, they won the 2019 Royal Kaag Classic Cup and the Quail Trophy in Helsinki in 2019, to continue the legacy of this classic 5.5 Metre.



**Below, far right and top left:** Tara sailing in Helsinki in 2019 • **Left:** Tara on Lake Como in 2018 • **Below left and right:** Complex VI in construction at the Vator's boat yard in 1968





**JEAN-BERNARD DATRY**, THE PRESIDENT OF THE FRENCH ASSOCIATION OF 5.5 JI, EXPLAINS THE ACTIVITIES OF THE FRENCH FLEET, WHICH IS MAINLY LOCATED ON THE WEST COAST

# Atlantic focus for French fleet



**T**he French fleet consists of 19 boats in good condition to sail, mainly Classics and Evolutions. French architects built boats from the early time of the class, and crews regularly participated in the Olympic Games or world championships. Among the champions who sailed in 5.5 IC were Le Guillou brothers, world champions in Sandhamn, Sweden, in 1969, champions such as Michel Briand and Bertrand Chéret, or Olympic champion Marc Pajot, coming from the Flying Dutchman and Olympic sailing, all attracted by the 5.5 IC, then by the Soling.

Then the class experienced a certain decline in France, to come alive again from 1990 to 1998, and start again in 2003 around a small group of enthusiasts. A number of major championships were held in France, from Crouesty (1994), to Bénodet (1977, 2003, 2013, 2017), under the leadership of the Penther brothers, Didier Gregory and Christian Hauvette, the first owner of the sublime *Stradivarius* (Modern - Sebastien Schmidt-Kolly 2007).

Today, between 7 to 10 boats sail and race mainly, the others being rather used in day boats.



Since 2016, to reactivate metric fleets, the Atlantic Metric Association (AMA) has been organising the Metric Challenge. Aimed at 12m, 8m, 6m and 5.5 IC, the AMA is organising a series of regattas over a three-day format at three ports and three clubs. These regattas are associated with the traditional regattas of the three clubs:

- Benodet, with La Belle Plaisance, organized by the Yacht Club de l'Odet, (June 26-28, 2020)
- La Trinité, with The Classical Sails, and the Société Nautique de la Trinité, (July 11-13, 2020)
- Noirmoutier and its NO Classic, organized by the Cercle de la Voile du Bois de la Chaize (July 31 to August 3, 2020).

The Atlantic Metric Association, from 14 to 18 June 2020, is organising the first French Open Metric in Port Louis (French Brittany), which will bring together all the metric-gauge sailboats for four days.

In addition to these regattas on the Atlantic coast, the French Open of 5.5 IC, run every year since 2016 in September during the Royal Regattas in Cannes, where we can face our Swiss, German or Italian friends, and learn. A



**Top:** Joker in Cannes • **Above:** Twins XII, Pic - Jakez  
 • **Left:** Cybèle II and Bagheera VIII, Pic - Valérie Lanata •  
**Opposite:** French fleet - Joker 8, Auguste 1er, Bagheera VIII and Cybèle II in Bénodet, Pic - Pascale Menguy-Guittoneau



participation that is still too sporadic, from 5 to 19 boats depending on the year.

The French fleet has potentially 62 boats, more than 20 of which are in a position to sail and race. Let us dream a little: if our French clubs, following the example of the clubs of Hamburg or Thun (Switzerland), fitted out, for a small budget, some pretty hulls to sail young crews or sailors for a day?

On the Atlantic front we often find on the line *Enez C'laz*, Modern 1994, designed by Eivind Still, *Pan*, Evolution 1985, due to the pencil of Britton Chance junior, *Joker 8*, Evolution 1993, famous drawing by Doug Peterson, Twins XII, E - C-E Ohlson, classic 1962, *Cybèle*, Classic 1968, other Britton Chance, *Auguste 1er*, Evolution 1993, rare 5.5 IC recent

designed by two French architects, Jean Berret and Olivier Racoupeau, *Bagheera VIII*, ex John B VII, Evolution 1985, due to the talent of Warren Muir, *Favorita*, Arvid Laurin, Classic 1960, and *Blue Jack*, Evolution 1988, designed by Warren Muir & Ben Lexcen.

Other boats are being refitting, for sale, or have trouble leaving their hangars, from the Presqu'île de Crozon to the Bassin d'Arcachon or Le Havre. Let's hope that



our warm and sporting regattas will convince the undecided. Will we see *Lafayette* (Meier-Schmidt 94), *Nirvana IV* (Luders 65), *Matavai* (Muir), *Wistful* (Ohlson), *Warrior* (Muir), Korrigan (Copponex) or *New-Life* (Camatte), on the line?

So, lovers of old hulls with brilliant records or sports keels with advanced technology, come and sail in 5.5 IC. The always renewed pleasure of the regatta aboard a beautiful steed.

#### Results of the 2019 Atlantic Metric Challenge

- 1 *Enez C'laz* (APCC-sporty sailing): Yann Delabrière - Modern
- 2 *Bagheera VIII* (YCO): Jean-Bernard Detry - Evolution
- 3 *Joker 8* (YCO): Adrien and Eric Polaillon (World Evolution Champion 2018, in Cowes)
- 4 *Twins XII* (SNM): Jean-Philippe Gervais and Matthieu Mangenot - Classic vintage
- 5 *Cybele* (CVBC): Arnaud Blandin - Classic
- 6 *Pan* (SRD): Patrick Bigand - Evolution
- 7 *Auguste 1er* (YCO): Gurvan Jaouen - Evolution



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# Legacy of the Ohlson brothers

EINAR AND CARL-ERIC OHLSON WERE FAMOUS DESIGNERS OF 5.5 METRES IN THE 1950S AND 1960S, AND THE ONLY DESIGNERS TO WIN A MEDAL AT EACH OLYMPICS. NOW **THE OHLSON PROJECT (TOP)** SEEKS TO REVIVE THEIR WORK. TEAM LEADER CHRISTINA STENBERG, DAUGHTER OF THE LATE EINAR OHLSON AND TOP INITIATOR LUTZ VON MEYERINCK EXPLAIN.

**T**he design work of the naval architect Einar Ohlson (1918-2004) and his brother Carl-Eric Ohlson (1920-2015) forms an essential element of the Swedish boat building and sailing legacy.

The Ohlson Brothers were self-taught sailors from Hälleviksstrand, on the island of Orust, on the Swedish west coast with a boat-building heritage dating back to the 18th century. Einar Ohlson's excellence in yacht design and as a highly skilled businessman combined with his brother Carl-Eric's excellence in craftsmanship and sail racing, created a successful team.



Uncle Hjalmar Johansson, well-renowned boat designer and builder, taught the boys from very early childhood how to build boats as well as models. At the age of nine and seven the brothers launched their first boat, a small sailing canoe. They remained apprentices to their uncle for decades.

Einar Ohlson was educated as a naval architect and took his first job as an engineer at Götaverken Yard and later at the State's Ship Trial Institute, where Einar accomplished tank-tests in order to improve performance of hulls. This experience proved to be an essential element of his later work. Einar was the owner of the design office from the start in 1951 until it closed in 1999.

At the end of the 1940s, the Ohlson Brothers delivered boat designs for design contests but requests for design work quickly started to come in after their International 5.5 Metre Class design *Hojwa* won a bronze medal at the 1952 Olympics at Helsinki, Finland. This was not a success by chance but the result of two previous years of rigorous work, but this early success established their names internationally. As a consequence, one of their boats was sailed to an Olympic medal at each of the Olympic Games from 1952 to 1968.

**Top:** Lotten (built 1953) sailing in Helsinki in 2019  
**Left:** Naval architect Einar Ohlson with his brother sail racer Carl-Eric Ohlson  
**Top right:** Carl-Eric Ohlson, Claes Turitz, Einar Ohlson  
**Right:** Cirrus II (built 1963) in Helsinki in 2019



### 1952 - BRONZE IN HELSINKI, FINLAND

**Boat:** *Hojwa*, Sweden. **Designed by:** Einar and Carl-Eric Ohlson. **Yard:** Bröderna Martinssons Båtvarv, Svineviken, Orust, Sweden. **Consortium:** Eric Hanson, Carl-Eric Ohlson, Birger Jonsson and Folke Wassén. **Crew:** Folke Wassén, skipper, Magnus Wassén and Carl-Eric Ohlson. **Results:** Gold, *Complex II*, USA. Silver, *Encore*, Norway. Bronze, *Hojwa*, Sweden.

The main essence of *Hojwa* was a bold experiment; a stiff shaped, not too heavy hull, with above all very good heavy wind qualities, and well prepared for heavy Baltic Sea weather.

### 1956 - GOLD IN MELBOURNE, AUSTRALIA

**Boat:** *Rush V*, Sweden. **Designed by:** Einar and Carl-Eric Ohlson. **Yard:** Kungsör yard, Sweden. **Owner and skipper:** Lasse Thörn. **Crew:** Lasse Thörn, skipper and owner, Hjalmar Karlsson and Sture Stork. **Results:** Gold, *Rush V*, Sweden. Silver, *Vision*, Great Britain. Bronze, *Buraddoo*, Australia

Kungsör Yard was run by Oscar Schelin. All of Lasse Thörn's previous boats named *Rush* were built by the founder of the Kungsör yard, Oscar Schelin.

### 1960 - SILVER IN NAPLES, ITALY

**Boat:** *Web II*, Denmark. **Designed by:** Einar and Carl-Eric Ohlson. **Yard:** Kungsör Yard, Sweden. **Owner and skipper:** William E. Berntsen. **Crew:** William E. Berntsen, Søren Hancke and Steen Christensen. **Results:** Gold, *Minotaur*, USA. Silver, *Web II*, Denmark. Bronze, *Ballerina IV*, Switzerland.

Einar and Carl-Eric Ohlson designed five of the competing boats in the 5.5 Metre Class in the Olympics of 1960 representing Denmark, Argentina, Sweden, Great Britain and Portugal:

- Silver with *Web II*, Denmark with skipper William E. Berntsen, Søren Hancke and Steen Christensen.
- 4th with *Ardilla*, Argentina, skipper Roberto Sieburger,



Carlos and Enrique Sieburger jr.

- 5th with *Iasha*, Sweden, skipper Bengt Sjösten, Claes Turitz and Göran Witting.
- 6th with *Yeoman VII*, Great Britain, skipper Robin Aisher, George Nicholson and John Ruggles.
- 16th with *Ciocca III*, Portugal, skipper Duarte Bello, Fernando Bello, Julio Gourinho



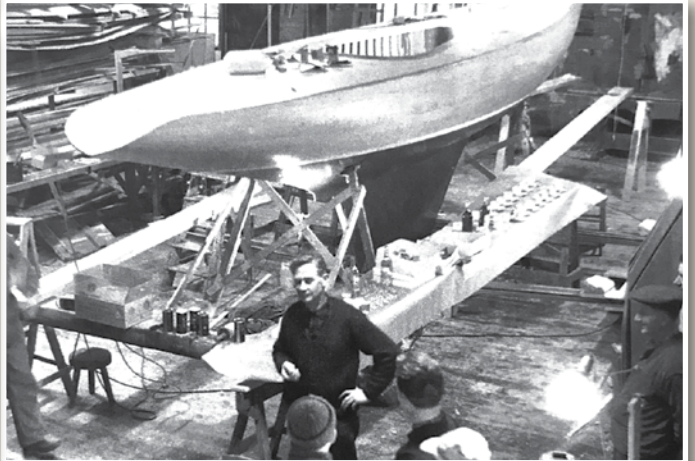




**Above, clockwise from top left:** Three 5.5 Metres under construction at the Kungsör yard • Rush V in 1956 • The Kungsör yard in 1962 with Oscar Schelin pictured • Lars Thörn • Racing • Crew of Iasha, Bengt Sjösten, Claes Turitz, Göran Witting • The 5.5 Metre ordered by Prince S Aga Khan

**Below, clockwise from left:** Oscar Schelin, founder of the Kungsör yard • The 1956 Olympics crew: Hjalmar Karlsson, Sture Stork and Lasse Thörn • Lasse Thörn at Oscar Schelin's yard • Yeoman, built for Robin Aisher of Great Britain

**Right:** Rush VI (built 1960) in Helsinki in 1919





### 1964 - SILVER IN ENOSHIMA, JAPAN.

**Boat:** *Rush VII*, Sweden. **Designed by:** Einar and Carl-Eric Ohlson. **Yard:** Kungsör Yard, Sweden. **Owner and skipper:** Lasse Thörn. **Crew:** Lasse Thörn, Hjalmar Karlsson, Sture Stork. **Results:** Gold, *Barranjoey*, Australia. Silver, *Rush VII*, Sweden. Bronze, *Bingo*, USA.

The racing in the 5.5 Metre Class was extremely close and the medals were only decided on the last leg of the final race. The American John McNamara was leading but made an error as he tacked and tried unsuccessfully to cross Lasse Thörn. McNamara won the bronze medal, Lasse Thörn silver and the Australian Bill Northam won gold. Allegedly McNamara recalled later that he repeatedly woke up with a nightmare dream realizing that he had lost the Gold medal because of this manoeuvre in the last race. Einar and Carl-Eric Ohlson designed six of the competing boats in the 5.5 Metre class in the 1964 Olympics representing Sweden, Italy, Switzerland, Great Britain, Soviet Union and Denmark.

One of the great traditional yacht builders of the world is Oscar Schelin, from whose unimpressive sheds in Kungsör emerge some of the most beautifully built wooden boats to be seen anywhere in the world. Pressed for lighter and lighter hulls by competitive owners in such sophisticated classes as the International 5.5 Metre Class, Oscar Schelin and his craftsmen have pioneered the use of lighter woods and fastenings, each shaped to minimum weight, but consistent with strength and scantling requirements.

### 1968 - BRONZE IN ACAPULCO, MEXICO.

**Boat:** *Yeoman XV*, Great Britain. **Designed by:** Einar and Carl-Eric Ohlson. **Yard:** Arvidsson & Karlsson Yard, Svineviken, Sweden. **Owner and skipper:** Robin Aisher. **Crew:** Robin Aisher, Paul Anderson, Adrian Jardine. **Results:** Gold, *Wasa IV*, Sweden. Silver, *Toucan IX*, Switzerland. Bronze, *Yeoman XV*, Great Britain.

### WORLD CHAMPIONSHIPS

The World Championships started in 1961 and up until 1969 again the Ohlson designs had the most numbers of boats winning the World Championship Trophy. Ohlson designed 5.5s were also four times winner of the Scandinavian Gold Cup.

From very early on the design office of the Ohlson Brothers understood the importance of allocating high-quality work plus cost effective building of hulls to those known to be experts in the field. The 5.5m Ohlson designed boats were built at the best yards in Sweden with a global reputation: Kungsör's yard, Bröderna Martinsson yard, Bröderna Arvidsson & Gustavsson yard at Svineviken and at Sune Carlsson yard in Stockholm. A total of 650 classic International 5.5 Metre Class boats have been built of which 53 have been identified as designed by the Ohlson Brothers, representing eight per cent of the whole classic fleet.

As the International 5.5 Metre Class was considered the formula one in sail racing, among the Ohlson Brothers clients were the famous US yacht designer and sailor George O'Day,

British racing legend Robin Aisher, Prince S. Aga Khan, King Constantine II of Greece and P. Chopard, to name a few.

### COPENHAGEN 1966

The 5th World Championship 1966 in Copenhagen became something of a crunch, as it was burdened with heavy winds. Paul Elvstrøm, always a tough competitor in high wind events, won the series comfortably with Willy Berntsen's *Web III*, followed by the German, Sünnschien, sailed by Rudolf Harmstorf. Third was Robin Aisher, from Great Britain, with *Yeoman XII*. All three boats were Einar Ohlson's designs from 1964 and were regarded as outdated by the time of the 1966 worlds. In total there were 14 Ohlson-designed 5.5 Metres among 47 contenders participating in the race, about 30 per cent of the fleet.



As Stuart Walker noted in 'One Design & Offshore Yachtsman' at the time: "The Ohlson designs thrived in the heavy weather and seemed remarkably well mannered on the reaches." That was an important recognition as most of the more modern boats had smaller keels and with their rudders still attached to the keel were characterized as uncontrollable when reaching in the prevailing conditions.

In 2019, at the World Championship in Helsinki, Finland, a third of the classic boats in the races were Ohlson-designed.

TOP, The Ohlson Project, is dedicated to build the story of naval architect Einar Ohlson with his brother Carl-Eric Ohlson. The project team is trying to revive this maritime legacy by bringing the past to life. As part of this work, they have collected more than 1,600 drawings and are preparing them for digital storage. This gathering of information and data shows the enormous breadth of work and experience in boat design. The project team is a joint effort of Swedish and international contributors aiming to cover and highlight different aspects of the design work. The team has identified 52 different boat models, from Koster boats, motor boats to larger Ohlson yachts, such as the Ohlson 35, the Ohlson 38 and the Ohlson 45 footer. In addition they have identified 32 different yards in 10 countries where the boats have been built.

TOP is also proud to present and celebrate its first introduction video, The Ohlson Yacht Project, Rediscovering a part of the Swedish maritime heritage. The video was launched in January 2020 and can be found on its YouTube channel. More information and the video can be found on TOP's website here: [www.OhlsonYachts.com](http://www.OhlsonYachts.com)

# Sail choice and tuning a 5.5. Metre



**CHRISTOPH BURGER** IS THE 5.5 METRE SPECIALIST WITH **NORTH SAILS** IN SWITZERLAND. A DOUBLE WORLD CHAMPION IN THE CLASS, HE ANSWERS SOME COMMON QUESTIONS ON SAIL CHOICE, RIG SETUP AND TRIM TABS.

## Q: WHAT SAILS DO YOU HAVE ON BOARD WHEN GOING OUT FOR A WHOLE DAY AND YOU DON'T KNOW THE CONDITIONS?

A: Usually you can narrow down the conditions and therefore the sail choice to prepare for a light to medium – or medium to heavy wind day. It is important for me to provide a set of sails for crews that don't want to spend money for the whole sail range North Sails provides. For this reason, if you get the AP Mainsail (MNI-1) the Medium Jib (Mi-1) and one S-2 Spinnaker you can pretty much sail in any condition. However, you miss out on the opportunities compared to optimised sails for light and heavy conditions. You also can age a sail much quicker if you use it in the wrong conditions. You can use a light wind jib up range, but the sail is built for a max windspeed of 12 knots TWS. The next time you use the same jib in light wind it may look not the same anymore as the material aged in the heavy wind. It is even worse to use an S-2 spinnaker that is built out of Superlite 50 Contender sailcloth up wind range as Nylon once it is stretched out doesn't go back in its original shape. The crossover to the S-3 is at about 16 knots TWS.

If you expect light to medium wind conditions, ideally you take the following sails onboard: AP Mainsail (MNI-1) or if the conditions are for sure light then the Light Wind Mainsail (LMMNI-1), Light Jib (Li-2), Medium Jib (Mi-1), Light Wind Spinnaker (S-1), Light-Medium

Spinnaker (S-2) and the Medium Spinnaker (S-3) as a spare Sail.

If you expect medium to strong wind conditions, ideally you take the following sails onboard. AP Mainsail (MNI-1), Medium Jib (Mi-1), Heavy Jib (Hi-1), Light-Medium Spinnaker (S-2) as a spare sail, Medium Spinnaker (S-3) and the Heavy Spinnaker (S-4).



The following chart shows the sail choice in an overview

Wind	Light 0-6 knots	Medium 7-17 knots	Heavy 18+ knots	Comments
Sail Inventory	Mainsail LMMNI-1, MNI-1	Mainsail MNI-1	Mainsail MNI-1	Medium Wind; If light wind may apply take Li-2 Jib and S-1 Spinnaker on board
	Jib Li-2, Mi-1	Jib Mi-1	Jib Mi-1, Hi-1	If heavy wind may apply take Hi-1 Jib and S-4 Spinnaker on board
	Spinnakers S-1, S-2	Spinnakers S-2, S-3	Spinnakers S-3, S-4	





**Q: WHAT IS THE MOST POWERFUL TRIMMING TOOL DURING RACING?**

A: The Runners. I have the impression that most sailors use too much runner in light wind and not enough in strong wind. The 5.5mIC can be sailed pretty much neutral on the helm, but you want a little weather helm to feel the boat which makes it much easier to steer straight and you don't miss out on pointing. If your boat feels too neutral it is easy to steer too low. On the other side, when the breeze is up and your helmsman is 'complaining' about too much weather helm, then the runner is the easiest and most efficient tool to adjust so that the boat feels good again. The runner also has a 1:1 impact on the forestay and therefore on the forestay sag. If you have too much runner in light winds your forestay is too straight and the entry of your jib is round, which makes it difficult to sail high enough. If you don't sail with enough runner in the breeze, you generate too much power in the jib and your Mainsail-Leech is too closed which will generate too much weather helm.

**Q: HOW MUCH RAKE DO YOU USE WHILE SAILING?**

A: The rake is extremely important. Most boats today have adjustable rake systems. Depending on the conditions you're looking to have anything between 500mm and 700mm, measured with the halyard on the Mainsail-Boom when the boat is floating. Light wind requires more rake than heavy wind. The rake has a direct effect on the Mainsail-Twist. If you sail raked forward in light wind you are likely to close the leech of your Mainsail too much which stops the air flow. In light winds, you want to have the air flow, allowing your leech tell tales to fly by at least 85 per cent of all the times. When raked back, the entry of your Mainsail flattens, the draft of the sail goes back, and your battens open nicely. This is what you want in light winds. If the wind picks up, you need to rake forward for two reasons. The first one is that the leech of your Mainsail is too open and you're missing out on pointing and the second one is that you are running out of sheeting space at deck level. This



**I**n 1993, at the age of just 17, I witnessed the building process of *The Sting*, SUI 187. My Dad, Olaf Burger, was a co-owner and took care of many details on the boat, developing the sails in his loft, based at Lake Thun in Switzerland. It was the first 5.5mIC built by Christof Wilke. I remember very well the immense time the guys spent developing this boat and was impressed with how much love and energy went into the details.

It was great to have seen the same boat totally refitted and on the starting line, 27 years later, at this year's World Championship in Newport, Sydney. She's now called *Ku-ring-gai*, AUS 62, and is successfully sailed by John Bacon and his crew. At the same regatta I was able to sail the latest built 5.5mIC, *New Moon II*, BAH 24, with my Bahamian friends Mark and Peter.

During my time at school, my apprenticeship as a carpenter as well as during my studies in banking and finance in Zurich, I've always sailed the 5.5mIC or was involved in my father's sail loft. My most active sailing time though was spent in the Finn class, especially during my Olympic campaigns for Sydney and Athens. After some time in the banking sector in Geneva, I joined North Sails in Switzerland in 2013 as a salesman and started my own business that includes professional sailing. In 2019 I was appointed as 5.5mIC Class Leader within North Sails. I mainly take care of my clients in the class and give inputs to the designers that leads to developing the sails. My motto is simple: "Do what you say and say what you do."

**Christoph Burger**



# 2020 International 5.5M Class World Championships

Royal Prince Alfred Yacht Club & its 5.5m Class Sailors would like to thank all the competitors in the 2020 World Championships, especially those teams that made the journey downunder to the shores of Pittwater, Australia.

*We look forward to seeing you all again soon.*







second reason is why the leech length of the Light Wind Mainsail is shorter. If raked too far back in windy conditions your boat will feel heavy on the rudder as the Mainsail is too much 'leech driven'.

**Q: HOW DO YOU SET UP YOUR UPPER AND LOWER SHROUDS?**

A: That depends a lot on the conditions and your crew weight. The heavier you are as a crew, the more uppers you can trim and the fewer lowers you need. Heavy crew also means that you can trim your mast having a mast bend to leeward at spreader level longer, which provides more power and therefore more speed. If you sail as a light crew, the opposite applies. Unless you have heavy winds, over 18 knots, and flat water, which is rare, I never trim the mast with a bend to windward at spreader level. In most conditions I

like to have the mast trimmed with a slight bend to leeward at spreader level, to a straight mast in stronger winds. Once you have set up your upper shrouds according to your crew weight and sailing conditions the lower shrouds are as important as the runners to control on how the boat feels. If the boat feels powered up and doesn't feel fast, then you need to tighten the lower shrouds. In light winds the lower shrouds can be trimmed very loose. It is almost impossible to provide you with fix trim-numbers as most boats have different shroud systems and length. But I can tell you that the play range of the upper shrouds from light wind settings to strong wind settings is about 6mm. For modern boats from Wilke you are looking to start on 28mm on the uppers, read at the turnbuckles.

**Q: HOW MUCH TRIM TAB DO YOU USE AND WHEN?**

A: Trimtabs have got larger over time. The current one on *New Moon II* is a little larger than a fourth of the keel length. That means that the affect of it gets much bigger. That also hides risks. The first rule is that you need the boat speed first before you can get to max trim tab. Do not build boat speed with maximum trim tab on. The maximum trim tab is about 3.5 degrees. Too much trim tab in light wind conditions can be bad for your performance; on the other hand you don't want to lose pointing when it pays off to have it on. Pay attention to this and learn with your crew what is best for your boat.



If you wish to learn more about the range of race-winning sails at North Sails (Results at the 2020 Worlds in Sydney were 1,2,3,4,5,7,8,9,10) or if you have any other questions related to the 5.5mIC don't hesitate to contact Christoph at [christoph.burger@northsails.com](mailto:christoph.burger@northsails.com) or +41 79 277 75 13.



# Saga of the Returning Tide

**JASON ANTILL** DESCRIBES THE PROCESS AND WORK DONE ON BRINGING THE 1968 CLASSIC, **BARAGOOLA**, BACK TO LIFE AND PREPARING THE BOAT FOR THE 2020 WORLD CHAMPIONSHIP, WHERE THEY WON BOTH THE CLASSIC DIVISIONS.

Tommy Spithill: "Jas, what about an old 6 Metre for Woody Point?"

Jason: "Mate, I know of a 5.5 Metre on the harbour for sale, I think the rigging was good."

John Bacon: "Yeah, I'll help you tomorrow. It's only an East Coast Low, should make the trip quick."

And so it began...

**H**aving not been sailed in some time, and not having ventured outside the heads in decades, it's fair to say *Baragoola* could have done with some prior preparation. But, hey we know boats, so after an hour of working out the rigging and pumping out the rain water we were off.

Even until today, the speeds we got that day down some pretty big waves without a spinnaker are unmatched. At that moment we all knew there was something special about this



boat and the 5.5 Metre class.

The next scheduled event was the Woody Point Race, (a Wednesday Summer evening ritual that requires its own article). This was the main purpose for Tommy wanting a classic wooden yacht and it had become a legendary performer, so much so it stopped the restoration programme in fear of a handicapper retribution.

Once back at its home at the Royal Prince Alfred the history of *Baragoola* (the Aboriginal meaning is 'flood tide' or 'the returning tide') began to emerge. Commissioned by a club stalwart Russell Slade back in 1967 for the trials for Mexico Olympics the following year, along with *Carabella*, both Britton Chance designs; other new boats built for the trials included *Crest* for Carl Halvorsen (which my father Rob Antill competed on) and *Kings Cross*. It's quite something that all of these boats are now in competitive condition in Australia racing together.

The rules of the 5.5 Metre class were evolving and following the Games the class planned to allow a separate keel and rudder, so all of these boats were designed as such but initially requiring a hung rudder off the keel. The difficulty





in steering these transitional designs particularly downwind led to the revolutionary mast base rolling system to allow the rigs to drop forward like the Star boats. With their separate rudders, hull chines, narrow beam and rolling masts *Baragoola* and *Carabella*, as well as a few other late 1960 Britton Chance designs, had really set the vision for what the latest designs would eventually evolve to nearly 40 years later.

Controversy on team *Carabella* on the eve of the 1968 trials left Bill Solomons without a boat. A recent chat with his son Greg informed me his mother was instrumental in making Bill make the call to charter the 1964 Gold Medal winning *Barranjoey* (note correct spelling). An overnight tow from Pittwater to Botany Bay and the rest is history. Without the skill required to steer the new designs the old *Barranjoey* triumphed and was headed to Mexico.

In learning the stories, and then experiencing the boat's ability, we were not surprised to be competitive in our first nationals back in 2016. Enter Larry Eastwood our local wooden boat enthusiast armed with power tools, screws and some driftwood we picked up in the harbour. The stresses of competitive class racing took its toll, but Larry kept us in the competition. Thanks also to another supporter of the programme over the years; Andrew Withers (Sydney Marine Brokerage), was our crew, keeping us at the pointy end of the fleet having a great race with the mighty *Kings Cross*, then owned by Mark Lutowski.

So now we were excited and in came the fourth half share owner; Damian Macey entered the mix. the most experienced crew at the RPAYC, sailing for many years on *Skagerak* and he wanted a piece of the mighty *Baragoola*.

For the next year we were able to refine the systems, and add some new North Dacron sails. Tommy recruited a great sailboat instructor from the Americas, Mike Hanson and with Tommy and Larry on other duties, Damo, Mike and myself took on the 2017 Nationals again on Sydney Harbour. Hoping to beat *Kings Cross*, we actually came out National Champions, pipping the mighty *Skagerak*.

But winning wasn't the success of the event, we were getting more and more interest in the class and the 2018 Nationals was to prove a tipping point with Rob Fielding and Peter McNamara joining us



**Clockwise from top left:** *Baragoola* left in a sad state on a mooring in Sydney Harbour in 2015 • Hull painting • Removal of raised floorboards • Ready for the 2020 Worlds at the Royal Prince Alfred YC • Larry Eastwood working on the floorboards • Tommy Spithill and Jason bringing *Baragoola* back from Sydney • Below: Tommy with John Bacon • **Opposite:** Jason Antill, Larry Eastwood and Damian Macey during the 2020 World Championship in Newport. Photos this page: supplied

and adding newer boats, whilst John Bacon again kept a close eye on proceedings.

Once again the *Baragoola* shone, although not quite winning with a count back to second overall to the previous year's runner up, *Skagerak*, but again the success was the competition and camaraderie.

In saying that, we weren't set on having had our glory days, and set a goal for the classic world championships, at that point still hopeful of having the regatta at our home waters on the Palm Beach Circle.

Getting the boat ready for that presented a whole new set of objectives. As many of the overseas competitors will attest to, sailing on the Palm Beach Circle puts a whole new rigour on the boat and we were very much aware of the work that would need to be done.

Whilst also important to look the part, as should all good classics, we also needed it more functional. This principally involved lowering the floorboards to the original height and installing a new centre console. Larry again took centre stage and over the next 18 months the boat was transformed, whilst still available for the Wednesday night ritual.

The 2020 Worlds were on our back door, and whilst we were preparing to be as competitive as we could the news came to us that *Carabella* was on its way. With *Carabella*, *Kings Cross* and *Baragoola* once again together, it was game on.

Once again the success of *Baragoola* was not winning but how it was able to bring such a fine group of people together to enjoy the camaraderie and competition centred around just a small piece of boat ownership. A big thank you to Scotty O'Connor (current owner of *Kings Cross*) and Alfredo Delli, from *Carabella*, whose teams made it a great event on and off the water.

The next challenge is Europe.



# Close racing on Swiss lakes



OUTGOING SWISS CLASS PRESIDENT **JACK FREI** REPORTS ON ACTIVITIES IN THE BUSY SWISS FLEET DURING 2019. PHOTOS ARE ALL FROM THE 2019 SWISS CHAMPIONSHIP AT THE SOCIÉTÉ NAUTIQUE DE GENÈVE.

**A**fter two years in office as president of the Swiss 5.5 Metre fleet I can present you **André Bernheim** as my successor. André is well known in the 5.5 scene. His boat **Skylla IV, SUI 182**, can also be found at international regattas.

The Swiss Nautic exhibition now only takes place every two years. In 2019 there was a show and we were able to show our 5.5 Metre there to the interested consumers. The next Swiss Nautic will take place on February 10-14, 2021.

Once again, the season 2019 was opened on the occasion of the Easter regatta in Thun, with only nine boats including two foreigners, one Australian and one German at the start line. The traditional 'Easter Egg' was again organized by Häsu this year. Many thanks to the donor.

In Torbole, Italy, there were 11 boats: 1 GBR, 1 AUS, 3 BAH, and 6 SUI. After six races Peter Morton was the winner



with three race victories and two second places, followed by the three Bahamians.

The next regattas were held in Morges, on June 30-31 with the Memorial J.Fani and on July 1-2. the Coup de La Harpe was sailed. There were 10 boats on Thursday and Friday and only nine boats on Saturday and Sunday. As we all know, 10 Swiss boats is the minimum we need to be counted towards Swiss Sailing allowing us to sail a championship.

The highlight of this season 2019 was the Swiss Championship at the SNG Geneva. With 15 boats at the start, of which 12 were Swiss, the limit set by Swiss Sailing for a



**Top:** Day 1 of the 2019 Swiss Open on Lake Geneva • **Left:** Caracole • **Above:** Marie-Françoise XIX  
• **Top right:** Launching against the Geneva skyline



valid Swiss Championship was just reached. In wonderful, very hot weather and very light wind conditions, six races could be sailed. With four first places, the local hero Bernard Haissly with Daniel Stampfli and Nicolas Berthoud became Swiss champions for 2019. Congratulations. Jürg Menzi and Hans-Peter Schmid took second and third place.

The end of this season was the three day autumn regatta in Thun with 12 boats at the start. With 10 Swiss boats, the qualification required by Swiss Sailing was only achieved twice this season. To hold a Swiss championship, five regattas with at least 10 Swiss boats are currently required. Unfortunately, this requirement was not met for the second time after an exceptional permit for 2019. So in 2020 we cannot host a Swiss championship, but only a class championship.

At the class representatives' meeting in mid-October, Swiss Sailing presented a proposal for a new concept for the classes wishing to conduct a Swiss Championship. It is their proposal that at least 15 Swiss boats should be at the start for keel boats. The introduction of this concept was rejected by the class representatives. Swiss Sailing has been asked to come up with a new concept that will be voted on this year.

The new 5.5 Metre Swiss Fleet website was launched in August and was accepted as very successful by many members. Many thanks to Jürg Menzi who sponsored the page.

**Swiss Open 2019:** **1 Caracole** (SUI 214 Bernard Haissly, Nicolas Berthoud, Daniel Stampfli) 8; **2 Marie-Françoise XIX** (SUI 228 Jürg Menzi, Rasmus Knude, Bo Selko) 10; **3 Pungin** (SUI 213 Hans-Peter Schmid, Gilbert Dürr, Walter Dürr) 13; **4 Dune** (SUI 218 Philippe Kolly, Philippe Dupont, Annette



Martin) 22; **5 Nina** (SUI 215 Falk Einecke, Ronald Röseler, Nils Schröder) 23; **6 Shaolin** (SUI 226 Cyrus Golchan, Andreas Kindlimann, Hans Von Werdt) 27; **7 Beta Crucis** (AUS 63 Martin Cross, Ed Peel, Richard Powell) 28; **8 Feng Shui** (NED 26 Arend Jan Pasman, Ron Azier, Jan-Peter Kurvers) 37; **9 Forza Del Destino** (SUI 211 George Prapopoulos, Simon Pfändler, Philip Prapopoulos) 45; **10 Black&White** (SUI 219 Daniel Schenker, Mark Dangel, Pierre Buhofzer) 48; **11 Topas III** (SUI 217 Jack Frei, Bruno Durrer, Roland Ledergerber) 51; **12 Bellagioia II** (SUI 175 Frédéric De Rutte Frédéric Saudan, Matthieu Mac Gillycuddy) 53; **13 Skylla IV** (SUI 182 Andre Bernheim, Mark Buchecker, Urs Werner) 53; **14 Mischa** (SUI 154 Reinhard Suhner, Jesper Schiewe, Werner Neuer) 55; **15 Belphegor** (SUI 78 Fabrice Marguerat, Astrid Huxley, Tim Biglerm Maho Chere) 75

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# Ozwegian comeback

AFTER PERIOD OF BUILDING AND SAILING 5.5 METRES FROM 1978 TO 2005, **COLIN RYAN** HAS BEEN OUT OF THE CLASS FOR 15 YEARS, BUT IS NOW BACK HAVING ACQUIRED SUI 209, **OTTO**, IN PARTNERSHIP WITH HIS SON **MARC** TO CAMPAIGN IN EUROPE.

**C**olin Ryan had been looking to get back in the class for a number of years. “I wasn’t in a hurry but coming to the 2020 Worlds in Newport was a great opportunity to see what was available. And my son was driving coach boat around for *Otto* and is a great mate of Lasse Berthelsen on the boat. So there was some obvious connections and we see Bent from time to time at HYC.”

“By the end of the week we had agreed to buy *Otto*. The boat is going to Hankø in Norway. We’ve been going to Norway since mid-eighties actually. So I have a great

connection with the Norwegians. I have been a member of the club in Hankø for nearly 20 years and Marc is also member so all of these guys and his generation used to stay in my house as younger guys.”

“There’s a lot of Australian history associated with HYC going back to maybe the late sixties, early seventies. Frank Tolhurst went there a lot and sailed with King Olaf. He became an invited member there, that’s the special category which is reserved for mostly International sailing members and mostly 5.5 Metre sailors. Carl Halvorsen was also an invited member. The then Crown Prince Harold would come out to Australia in the 1970s and sail the Worlds and Carl would loan him his 5.5 Metre. I went there in 1986 for my first European championships on the way to Helsinki for the worlds and I just fell in love with the place.”

The 2021 Scandinavian Gold Cup and World Championship are being held by Hankø Yacht Club. “It is a very special small club limited to 200 members along with the King, Queen and Princess of Norway as well as ordinary blokes like us. At the 2020 World Championship there

**Top:** *Otto* • **Left:** *Carabella*  
**Top right:** *Tangalooma*  
**Over:** *Kings Cross*





were 10 HYC members in attendance. The Bahamians have also been going there just as long and have I think with 4-5 members, hence the Ozwegins and Bahwegin tags. It's a great place, 200 members, a two-metre bar and great courses in the Skagerak not unlike our Palm Beach Circle. The club organises most of the major championships in Norway and is the source of crew for many of the International name events."

"Anyway, I've been looking to get back into class. I hadn't lost the interest or the passion. I've always been interested in the technical side after being on a technical committee, and an international vice president at the time for about 15 years."

"I will be campaigning with my son Marc or we may do separate regattas as time permits so the boat will be well used."

### CARABELLA

"*Carabella* was my first boat in 1978 and after a couple of years I entered the worlds at the Alfreds in 1980. I was a newcomer to the class and had not sailed competitively in the boat beforehand but always game I took a couple of employees from the factory who had never sailed and that was the start of a 40 year love affair with 5.5s."

"I was hooked and my next two boats were new Warren Muir boats which had great success through the mid 1980s when his boats were winning world championships and it was the design to have. I engaged Warren, and we built two, one of which was sold one very quickly to another sailor and then I took my boat to 1985 worlds in Newport, California with Warren Muir and Bob Stoddard as crew but not before we won the 1985 Australian titles straight out of the box."

"At that stage Warren's designs were monopolising a bit but not for long as then came Frank Tolhurst's Muir/Lexcen designed *Arunga*, which was a great success and was quickly flop moulded by the Melges. This became the next dominating design."

"I was really hooked on the class by then and continued to build, buy and sell 5.5 Metres right through to 2005. I now have had a total of nine boats and built a further five for overseas buyers."

"We won several Australian championships, and there were some top 10s in the worlds, but I was often so intent on the building process it left little time to campaign properly or work them up. I suspect we went past a couple of good designs opportunities. It was a big effort in those days to campaign from Australia and a long time to be away from your business."

"The regattas were much longer and you could be away for five or six weeks, and without the instant communications of today, but that was yesteryear."

In the beginning he was attracted to the class because, "It was the classic metre class. For me, it was a development class so I could be involved in the design process and the building process. And in those early days any design improvement could be rather dramatic compared with now. These days changes are very small with some questionable advances, which I am not sure are in the spirit intended by our class rules. In the early days you could really get a jump



with a new design and that was the attraction for me."

"Though it's a development class, it's come to be almost a one design. The price has been driven up by almost a single supplier, but the nice thing is that you can buy an older boat as I've just done, which is about one fifth of the cost of a new boat and still have a boat with a podium chance."

### WARREN MUIR

"Warren Muir was always driven to the bottom end of the rule. The rule was from 1740 kg up to 2040 kg. So that's a big range in mass, while the sail area was from 27 to 29 sq. metres. He was always pursuing the bottom end of that range. And that worked for maybe five years. And then gradually the weights started to go up and the form started to change. And then there was more success in another design, which was really the Melges/Muir Melges boats, which was driven by Frank Tolhurst."

"He had a dozen or more boats built and he started campaigning for the Mexico Olympics in 1968 on *Kings Cross*. It was his first boat. And so he had many boats and he always engaged the best designers at the time and had great success with his boats and dominated, I suppose, the mid to late 1970s. He won three world championships, three gold cups, campaigned six metres and won the Etchell worlds."

"Frank didn't suffer bad boats very long and used to chop his up. We were with the Murray boats in The Bahamas in 1992 and he went and got a chainsaw from somewhere and just took the bulb straight off, collected all the lead, put it in the bottom of the boat."

"On *Kings Cross* he took the chainsaw straight down the stem from the bow right to the keel and just opened it up and changed the form."

"As the design evolved it went from the Muir, to a Muir/Lexcen and for me a one off Ben Lexcen in 1987 similar to Ken Berkley's beautiful mahogany *Kamber* and his white *Kamber II*. The next design advance was the Melges Mk II. And they engaged Warren Muir to do the moulds for them."

"The Melges Mk II dominated the worlds and won several world championships, Gold Cups and kind of dominated right through to about, I suppose 1992 or 1993. And then the Swiss got far more involved and that's when Sebastien Schmidt and Christof Wilke and those guys started to come in and those boats have dominated the class ever since."

## TRAVELLING

Before 2020, the 5.5 Metre World Championship had been held in Sydney six times. Three of those times it was organised by Colin Ryan.

“In 1986 and 1991 it was at the Royal Prince Alfred YC and then in 2005 it was on Sydney Harbour. Unfortunately, because we couldn’t get one the clubs to bring their costs down for an offshore course and we had boats that didn’t comply with safety regulations in 2005 it was held in Sydney Harbour. The Classics and the Evolution boats at that time hadn’t been upgraded with buoyancy to comply with the rules so they couldn’t legally sail offshore. So, we had to have it on Sydney Harbour, which proved to be a bit a disaster with too much harbour traffic and ships and the whole thing in a confined space. Never again.”

“Importing boats from Australia into Europe or particularly Norway where we used to go first, we’d load up all the boats with grog from here and you’d get away with it in earlier days, and any other produce that you wanted. We were going to see the King and give him some nice wine or something, which we did for quite some years. But at the 1987 worlds in Norway it came to an end. We had loaded up six Australian boats here, and they all got to Fredrikstad, which was the port there, and they’re all full of contraband. And five got cleared, just, you know, straight off down to Hankø. And the sixth one was just on the dock waiting. So Customs opened it up and found it was full of grog and they raced down to the venue. And at that time it was the opening event and the King was talking and the customs guys come trying to push through the crowd and the King’s bodyguards are going “get outta here, come back in two weeks”, which they did. They went over to the marina, which is just opposite, and confiscated all of the grog out of all the boats and poured it down the drain and gave us all fines after the event. And one came to the house where I was staying, very apologetic. “Sorry, Mr. Ryan, I have to serve this on you,” smiling, and he said, and by the way, in two years time, and we’ll be off the computer, meaning you can do what you like. Basically he’d been told just not to make a fuss, but I paid the fine. Lots of good stories. That was the year Ben Lexcen competed with Warren Anderson and a local lad as crew in Ken Berkley’s Lexcen designed *Kamber II*.”

## GREAT RACING

“Racing has always been excellent within the class. And I think that’s the beauty of the class. It’s a very classic tactical racer. It’s just a chess game to some extent in 5.5s and they’re so stable.”

“The 1989 worlds in Texas was probably the most memorable for me, for all sorts of reasons. I bought the Buddy Melges full package: I got the red boat, *Coonawarra*, Buddy and his Olympic gold medal crew and was really going for it. Frank Tolhurst did the same. He got a green one and Harry Melges Jr. It was a great event, really.”

“We were doing famously, about to win the preliminary event, the American titles and Buddy jumps over the side in harness and the back of his leg connects with a cleat and he busts a vein and it just blows up his leg and my campaign. He went straight off the hospital and that was the end of my programme. But you wonder why you’d want to go to Galveston, with its oil rigs and power lines and saltbush and not very pretty, but they had an amazing compound for the



rich and famous which all the top sailors want to be members of and a perfect little club (again a two metre long bar).”

“One year I just started a programme with Frank Tolhurst’s support and we built six boats for the 1991 WC at RPAYC and sold them. Frank took one, I took one and four went to the Europeans. We did six for that one regatta so there was a lot of building going on around about 1990. Unfortunately they were poor designs so a very sad tale”

“It was most embarrassing and killed a good trade that we had previously. We’d build boats, take them to Europe and sell them, make enough to pay for the family holiday, enough to start a new one and cover campaign costs, all that sort of thing.”

## GROWTH

“I think as always class building is what it’s all about. I can see there have been great improvements with class promotion, but we also need to work getting the new boat cost down and we need to make sure that everyone is doing the right thing and the Class Rules are observed. Now I am back in the class, maybe I’d like to be back on the technical committee again.”

“You’ll find as usual the top sailor’s priority is a good sailing venue, fair conditions, good true breezes and they don’t care too much about the other things. The sailing is the primary thing. The 2020 Worlds at RPAYC has received rave reviews from the Internationals and that bodes well for the future and another southern hemisphere World Championship in Australia, which in the past were about every six years.”

“About building the class, cost is one of the biggest issues. It’s always attracted people with money who have been top sailors in other classes or gone to the Olympics in an earlier time, and still want a sail keel boat that is a technical and physical, which is possible in a modern five with two top hands over the side until you are quite old actually.”



THE **RÉGATES ROYALES** IN CANNES HAS BEEN A BUCKET LIST EVENT ON THE INTERNATIONAL CIRCUIT FOR A NUMBER OF YEARS. IN 2020 IT FOLLOWS TWO WEEKS AFTER THE EUROPEANS IN NEARBY SANREMO, SO A BIG TURNOUT IS EXPECTED.

# Bucket list

# regatta in Cannes



**T**he 42nd Régates Royales Cannes and French Open will be held 22-25 September. It will be the fifth time the 5.5 Metres have been involved in recent years, joining the other metric classes and many classic yachts, racing at this iconic and famous Mediterranean sailing festival.

The 5.5 Metre fleet is spoilt for choice in 2020 with the Europeans in Sanremo, the Italian championship in Imperia and the French Open in Cannes providing a unique opportunity for a month of great racing on the Mediterranean as autumn approaches. Arrangements have been made to allow sailors to leave boats either in Sanremo or in Marina degli Aregai, a few miles from Sanremo, or in Cannes, between events.



The 2019 edition was blessed with fantastic weather, with one day lost with strong winds. **Otto** (SUI 209, Bent Christian Wilhelmsen, Lasse Berthelsen, Luka Strahovnik) got off to a perfect start with three wins in moderate winds. After Wednesday was lost, **Shaolin** (SUI 226, Cyrus Golchan, Hans von Werdt, Andreas Kindlimann) had the best of the third day to close the gap, taking the first race of the day while **Otto** took the second. The third race went to **Prettyname** (GER 79, Max Mueller, Wiebe de Witte, Kim Chabani).



Two races were sailed on the final day with **Otto** securing the win, by winning both races in light winds. After placing second for the past two years, this win represented Bent Christian Wilhelmsen's first ever regatta win in the class and he was understandably delighted.

**Shaolin** picked up two second places to secure second overall with **Prettyname** in third.

**Ali Baba** (GER 84, Wolf-Eberhard Richter, Beala Kalkowski, Joachim Fluhrer) took the prize for the first Evolution boat while **Berlin** (GER 2, Georg J. Kierspel, Dirk Wittstock, Joerg Sonntag) received a prize as the best Classic. The beautifully kept **Berlin**, built in 1952, certainly pulled a few eyes at the regatta, of which the main show is the classic yacht racing of all sizes up to 55 metres.



**1 Otto** (SUI 209, Bent Christian Wilhelmsen, Lasse Berthelsen, Luka Strahovnik) 9; **2 Shaolin** (SUI 226, Cyrus Golchan, Hans von Werdt, Andreas Kindlimann) 14; **3 Prettyname** (GER 79, Max Mueller, Wiebe de Witte, Kim Chabani) 17; **4 Ali Baba** (GER 84, Wolf-Eberhard Richter, Beala Kalkowski, Joachim Fluhrer) 27; **5 Oro Nero** (GER 55, Henning Ueck, Jesper Boskamp, Ilse Boskamp) 34; **6 Joker** (FRA 50, Eric Polaillon, Adrien Polaillon, Eric le Coq) 39; **7 Berlin** (GER 2, Georg J. Kierspel, Dirk Wittstock, Joerg Sonntag) 50; **8 Joker** (SUI 193, Peter Taeschler, Fabian Spiller, Tina Taeschler) 61





# Tough competition and great camaraderie



**JENNIFER HARKER** UPDATES US ON THE LATEST DEVELOPMENTS IN NORTH AMERICA WHERE AN ENTHUSIASTIC FLEET OF CLASSICS AND EVOLUTIONS HAVE BEEN REJUVENATED OVER THE PAST FEW YEARS.

**T**he 5.5s are now actively racing again in North America. A love of these beautiful boats brings sailors together from Canada and the US to experience competitive racing on the course and exceptional camaraderie on shore.

Since 2014 the Americans and Canadians have been holding a North American 5.5 Metre regatta on Georgian Bay in Midland, Ontario, Canada. The inaugural event attracted four Classic 5.5 Metres on the line. It was such great fun getting these boats back together on the race course so it was agreed to hold two regattas each year, one in the spring and another in the fall.

The North American 5.5 group is focused on rejuvenating and expanding the fleet by sharing information, knowledge, parts, crew and boats. We have grown to an average of eight boats with more expected to be back in racing form shortly.

In 2019 we welcomed a race crew from Texas to Midland and continue to invite potential owners and current owners whose boats are not yet race-ready to join our regattas.

There are about 20 boats in North America with most of the fleet being Classics, with a few Evolutions and one Modern. We also allow the fibreglass Columbia 5.5 Metres built in the late 1960s to participate as Classics to provide an opportunity for owners of these boats to race.

This year will see two events on Georgian Bay in Midland. The North American 5.5 Metre Regatta is set for June 18-21 while a date change has moved up the fall regatta to be a summer event running from August 28-30.

We encourage interested owners, skippers and crews to contact either Dan Rossi [daniel@rossi-engineering.com](mailto:daniel@rossi-engineering.com) or John Lister [listersjohn@gmail.com](mailto:listersjohn@gmail.com)

Of the Evolutions that have been found, one is in Canada and the other two need work to get them back on the water. Two Classics have or will be modified to transform them to Evolutions. The Modern is in the







**Left:** The rejuvenation of the North American fleet continues. In 2019 William Turner and Tal Hutcheson from the Texas Corinthian Yacht Club in Houston joined the North American 5.5M Regatta for the first time. The NA Fleet is happy to arrange a place in one of the local boats and the Texas team experienced Nantoria CAN 22 and Savage USA 75 rekindling a passion and they hope to return in 2020 • **Bottom left:** After some major rehabilitative work, new owner Joe Strelow has Pride USA 31 back in fine form, rigged with new sails and ready to race

**Opposite top:** Spirited competition on the course is combined with outstanding camaraderie on shore as the North American 5.5 Metre fleet continues to grow.

US with plans to race in 2020. Perhaps more will follow in the not too distant future. With continued growth in the 5.5 Metre Class there is a proposal to have the 5.5 Worlds in the US, near Annapolis, in 2024.

- Some recent activity with boats found and being rebuilt:
- USA 31 *Pride* is in Michigan and is back on the racecourse. USA 31 is an early 1960s Luders design and Seabrook built wood construction. She is a Classic with attached rudder. The new owner quickly cleaned up *Pride* to make the 2018 Fall Regatta where she showed great form. Now rigged with new sails and additional work she is one to watch in 2020.
  - USA 77 has returned to the US from Canada (ex CAN 77) and will undergo a refit. In 2014 she was brought up from

- Florida to take part in the first NA regatta and ultimately be rebuilt. She does need work, but nothing that can't be overcome to get her back into racing form. It's also envisioned to install a detached rudder technically transforming her into an Evolution.
- USA 96 *Jalapena* is in Maryland. USA 96 is a mid-1980s Owens design and build, wood construction but is an Evolution with modern appendages (i.e. spade rudder, keel w/trim tab). Work is proceeding with the goal of sailing again during the 2020 season.

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2020

# Calendar

THE INTERNATIONAL 5.5 METRE CALENDAR IS DIVIDED INTO CATEGORY A AND B EVENTS. CATEGORY A EVENTS ARE THE PRINCIPLE INTERNATIONAL EVENTS ATTRACTING THE MOST COMPETITORS AND FROM WHICH THE NATIONS CUP EVENTS ARE SELECTED. FOR LATEST UPDATES AND LINKS PLEASE SEE: [5.5CLASS.ORG/CALENDAR](http://5.5CLASS.ORG/CALENDAR)

## 2020 CHAMPIONSHIPS

- 3-7 January Scandinavian Gold Cup, RPAYC, AUS
- 4-7 January Royal Kaag Classic Cup & Hankø Evolution Cup, RPAYC, AUS
- 6-7 January Alfred's Gold Cup, RPAYC, AUS
- 9-13 January World Championship, RPAYC, AUS
- 25-29 August European Championship, San Remo, ITA

## CATEGORY A

- 1-3 March Australian National Championship, RRAYC, AUS [5-Nations-Cup 1]
- 23-25 April *Alpen Cup, Torbole, ITA [CANCELLED]*
- 18-21 June North American Spring Regatta, MBSC, Midland, Lake Huron, CAN
- 18-21 June Swiss Open, YCSp, Spiez, Lake Thun, SUI [5-Nations-Cup 2]
- 19-21 June Salzkammergut-Preis, UYCT, Gmunden, Lake Traunsee, AUT
- 25-27 June Hankø Race Week, KNS, Hankø, Skagerrak, NOR [5-Nations-Cup 3]
- 3-5 July German Open, VSaW, Berlin, Wannsee [5-Nations-Cup 4]
- 22-25 Sept. Regates Royales/French Open, Cannes, FRA [5-Nations-Cup 5]

## CATEGORY B

- 29 Feb to 8 Mar Festival of Fives, RPAYC, AUS
- 6-8 March 5.5mR Ski-Yachting, St. Johann (Pongau), AUT
- 10-11 April Osterregatta, Thunersee Yacht Club, SUI
- 1-3 May "TEST IT NOW"! Berlin, WSV 1921

- 21-22 May Coup de la Harpe, Rolle, Club Nautic Morgien, SUI
- 23-24 May Memorial J Faini, Rolle, Club Nautic Rolle, SUI
- 12-14 June Tutzinger Halbe, Starnberger See, Tutzing (DTYC), GER
- 14-18 June Open Métrique Atlantique, Port Louis, FRA
- 19-21 June Enoshima Trophy, Union Yacht Club Traunsee, Gmunden, Lake Traunsee, AUT
- 26-28 June Challenge Métrique, Benodet, FRA
- 11-12 July Berliner Bär, Wannsee & Havel, Berlin (VSaW), GER
- 11-14 July Challenge Métrique, La Trinité sur mer, FRA
- 31 July -2 Aug Challenge Métrique, Noirmoutier, FRA
- 28-30 August NA Fall Regatta, Midland, L.Huron, CAN
- 10-13 Sept Vele d'epoca Imperia/Italian Championship, ITA
- 3-4 October Sünnschien Preis, Alster, Hamburg (NRV), GER
- 9-11 October Herbstpreis, Thunersee YC, SUI







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