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The Official Magazine of the International 5.5 Metre Class



**TWO WEEKS IN HANKØ
GAVIN MCKINNEY INTERVIEW
DAVE HOLLOM ON JEAN GENIE
COUNTRY UPDATES
KIM CHABANI INTERVIEW
ALZIRA & BELLAGIOIA II**

APRIL 2023



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The Jean Genie





The Jean Genie, Peter Morton's Dave Hollom designed GBR 42 defied all the odds and won the Alpen Cup, the Scandinavian Gold Cup and the World Championship in her first season, becoming the first British boat to win the classes two major titles

Manly, in Hankø, marking the return to racing of Colin Ryan, with Pelle Horn Johannessen, and Marc Ryan. After acquiring the former **Otto** after the 2020 Worlds in Pittwater, this was their first event following the return to racing.





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Foreword

Dear 5.5 Class Members

I hope you enjoy reading this magazine full of articles written about the interesting characters in 'our' 5.5 Metre Class.

Being President has meant that I attend a few regattas – normally just hanging around waiting for everyone to come back in from sailing. I was therefore pretty excited to be offered GBR 41 to sail and in May 2022 stepped on board for the first time. I was instantly hooked. Having raced lots of keelboats offshore and inshore, from doing pit on a 12 Metre to racing my own Quarter Tonner I have never helmed anything so 'pure'. So, I am now really looking forward to being part of the Class this year on the water as well as administratively.

Robert has done a great job in pulling together this magazine and I thank him on behalf of all of us. There are some super articles and I particularly enjoyed reading about Kim Chabani.

We are sorry to lose Kim as part of the admin team but really look forward to welcoming him back into the class as a crew. Thank you Kim for all your hard work, you have left us in good order, and we look forward to racing against you.

Organising regattas has become even harder with everyone still on catch up. We are very much looking forward to being hosted by the YCCS in Sardinia this September and are working hard at a longer term programme to keep everyone interested going to special places with our lovely boats.

I hope you all enjoy reading this magazine and you have fair winds and good sailing in 2023.

Louise Morton



The Jean Genie

lets itself go in Hankø

THE 2022 SCANDINAVIAN GOLD CUP, CLASS CUPS AND WORLD CHAMPIONSHIP WAS HOSTED BY HANKØ YACHT CLUB, IN NORWAY. THE NEW DAVE HOLLUM DESIGNED JEAN GENIE TOOK BOTH OF THE MAJOR PRIZES, THE FIRST BRITISH BOAT EVER TO DO SO.

It was a long wait for what turned out to be an amazing event. Delayed by a year because of the pandemic, the 5.5 Metre fleet finally made it back to Hankø in July 2022 for the first time in 13 years to race the Scandinavian Gold Cup, the Class Cups and the World Championship.

Hankø is the traditional home of Norwegian 5.5 Metre sailing and over the two weeks many sailors enjoyed the superb and welcoming hospitality of the Hankø islanders with lavish parties at summerhouses and at the fabulous Hankø Yacht Club. Apart from a few wet days, the fleet enjoyed some amazing summer weather with high temperatures and hot sunshine making for a very holiday atmosphere.

For the Gold Cup, six nations were fielding teams including the defender *Artemis* (NOR 57, Kristian Nergaard, Johan Barne, Trond Solli Sæther). However the opening day brought wins for *Ku-Ring-Gai 3* (AUS 66, John Bacon, Terry Wetton, James Major) and *Jean Genie* (GBR 42, Elliot Hanson, Andrew Palfrey, Sam Haines).

The day began grey with light, shifty winds, with the first race sailed in 6-8 knots. However, during the day the wind gradually strengthened to peak at about 15-18 knots during the second race. The rain held off during racing, while bucketing down before leaving the dock and after returning.

The *Artemis* team had held the cup since 2018 and got off to a good start, building a comfortable lead in the first race, though *Ku-Ring-Gai 3* was pushing hard and closed up on several occasions. However, a rare mistake from Nergaard on the finish line, with confusion over the extensions of the line, let the Australians take the first race by less than a boat length.

The wind was beginning to build further as the second race started, with *Artemis* forcing *Jean Genie* out of the start. They restarted but were last with a lot of work to do. However, as the wind and the chop increased, they worked their way through the fleet, rounding the top in fourth, and then took the lead on the

second upwind as the new Dave Hollum design came into its own and powered through the fleet. They led round the next lap to take the win.

John Bacon: "It was a great day. We came here, our first event in a modern and honestly, we were very happy to qualify for Australia in the Gold Cup and really we didn't expect to have a win in the first race, as we know how brutal it is.

"It was very light this morning and we were set up for it and got a good start and fought it out with Kristian all the way around the course. He was in front of us pretty much all the way and we snuck in for a win at the end.

"In the second race there was a lot more wind and we weren't quite prepared for that today. We got a fourth. We were first round the top mark after the first beat, but we let a couple of boats through.

"But I couldn't be more happy to get a win in the Gold Cup, and here in Hankø is unbelievable."



On board Peter Morton's *Jean Genie* it was Elliot Hanson's first day of 5.5 Metre racing after standing in as helm at the last moment, as Morton was unable to make it to Hankø.

"We had a difficult start in the second race but didn't make many mistakes from there on. It's no secret that 42 is going well when we have some wind, which is a testament to the work the guys behind the scenes have done."

THE FORECAST FOR the second day was a building 10-20 knots from the south-west and wall to wall sunshine. It was a great day to be on the water. For the second race, the wind brought some fantastic rolling waves for some epic sailing conditions.

In a first to three wins format, *Ku-Ring-Gai 3* and *Jean Genie* already had a win each, and after three races everyone but the race winners are eliminated.

Race 3 was incredibly close with four boats pacing each other round the three laps, though *New Moon II* (BAH 24, Mark Holowesko, Christoph Burger, Peter Vlasov) led at every mark, sometimes by just a few boat lengths. *Jean Genie* closed up on the final lap and sailed deeper to the left-hand finish mark and took the final wave into the finish to win the race by two boat lengths. It was a very exciting finish to an exciting race.

After this third race, all boats but *Jean Genie* and *Ku-Ring-Gai 3* were eliminated. However, *Ku-Ring-Gai 3* broke their jib halyard and had to retire, leaving *Jean Genie* to complete the final race unchallenged to take a third race win and the Scandinavian Gold Cup. By then the conditions were sublime, big waves, strong wind, sparkling sunshine, and the team really seemed to just enjoy seeing what the new boat could do and pushing it hard around the course.

After just four days sailing the boat, Elliot Hanson, became the first ever British winning helm in the 103-year history of the event to win this highly prestigious trophy.

"It was great to be out there in some awesome conditions. We had some great waves rolling in from the south which was great to get the boat up and going and I think we hit a new top speed."

"It's awesome to win here for two reasons. Firstly, to do it for Morty, who is sat back at home. We had a great evening last night hearing some of the stories of the class and it really hits home about the heritage and the history and how much it means. It's also one of the most welcoming and friendly classes I have ever been involved in."

Looking ahead to the world championship, *"I think we are still learning the boat and the potential of this team. Even going round that last race on our own was still hugely valuable to us as a team, and as well as the upwind it felt today that we had great wheels downwind and that comes from crew work and sailing the boat in these conditions. For sure we have work to do and trying to*



Andrew Palfrey: *"To actually arrive in Norway and have a boat that appears to be very competitive is immensely satisfying. Both David Hollom and Steve Quigley – we have two boats here – have designed two amazing boats and they are both different and both have their strengths and weaknesses, but the boat we sailed today, the Hollom boat, has just got better and better. And we feel like we have an edge as it gets windier and credit to Dave as that's exactly what he was asked to design and what he has given to us."*

"But on top of that there's a huge amount of complexity and components and so on in these boats, so there has been a lot of people involved. Sam [Haines] has co-designed our sails and has been a big part of all that and the philosophy of what we are doing with no runners and simplifying things."

"It's very satisfying and feels great to win the Scandinavian Gold Cup but feels like we are about 30 per cent of the way through this trip and we still have a lot to do and are very focused on that."

maximise our time between now and the worlds is certainly the aim."

Bowman, Sam Haines also paid tribute to Peter Morton. *"Big thanks to Morty, and the trust he has put into a bunch of us to take on this project has been amazing. I couldn't really mention all the names as it's too many, but the trust that Morty has given us has been amazing, and at the end letting us take the boat away without him."*

Middleman, Andrew Palfrey said, *"New Moon sailed a great race and held the lead, but we just closed them down on the last lap and had a really good run, with different boats on different waves taking the lead and we got a nice wave at the finish and took it."*







On winning the Gold Cup, “It’s still sinking in really. I’m learning more every day really about the history of this trophy. I love this class, love the sailing, love the tradition and the people, so it’s great to be able to compete at that level within the 5.5s.”

Above left: crew of *Trial* • Above: crew of *Jean Genie*
 Below: *Trial* • Below left: *Skylark*
 Opposite: Opening reception for the World Championship at Hankø Yacht Club

CLASS CUPS

Concurrent with the Scandinavian Gold Cup the classics were sailing the Royal Kaag Classic Cup over three days. *Trial* (FIN 4, Ville Harkke, Peter Flinkman, Petri Lindström) took the first wins and was dominant in the windier conditions, while *Skylark* (FIN 6, Filip Blomquist, Oscar Norström, Elias Huhtala) won the last two light wind races to close out the series. *Trial* was completely renovated in 2017 after being originally built in 1951 to qualify for the Helsinki Olympics, in 1952, but she only placed second in the qualification races. In the end *Trial* won by a single point against *Skylark*.



GRUNDIG HANKØ RACE WEEK

Many of the other boats already in Hankø also took part in the Grundig Hankø Race Week.

Eight 5.5 Metres took part in a series of tune-up races with *John B* (BAH 22, Gavin Mckinney, Mathias Dahlman, Lars Horn Johannessen) putting in the best performance, while other races wins went to *Shaolin* (SUI 226, Cyrus Golchan, Hans Von Werdt, Andreas Kindlimann), the all-girl crew on *Girls on Film* (GBR 41, Louise Morton, Annie Lush, Hannah Diamond) and *Arunga X11* (AUS 70, Mark Tolhurst, Adam Tolhurst, Stephen Mcconaghy).

Scandinavian Gold Cup

1	<i>Jean Genie</i>	(GBR 42, Elliot Hanson, Andrew Palfrey, Sam Haines)	5	1	1	1
2	<i>Ku-Ring-Gai</i>	(AUS 66, John Bacon, James Major, Terry Wetton)	1	4	RET	DNC
3	<i>New Moon II</i>	(BAH 24, Mark Holowesko, Christoph Burger, Peter Vlasov)	3	2	2	
4	<i>Artemis</i>	(NOR 57, Kristian Nergaard, Johan Barne, Trond Solli-Sæther)	2	3	RET	
5	<i>Otto II</i>	(NOR 68, Eivind Astrup, Herve Cunningham, Lasse Berthelsen)	4	DNF	3	
6	<i>Shaolin</i>	(SUI 226, Cyrus Golchanm, Hans Von Werdt, Andreas Kindlimann)	DNC	5	4	

Royal Kaag Classic Cup

1	<i>Trial</i>	(FIN 4, Ville Harkke, Peter Flinkman, Petri Lindström)	dns	1	1	ret	2	2	12
2	<i>Skylark</i>	(FIN 6, Filip Blomquist, Oscar Norström, Elias Huhtala)	dns	2	dnf	ret	1	1	13



*PERFECT CONDITIONS ON
THE SECOND DAY OF THE
SCANDINAVIAN GOLD CUP*





Twenty-three International 5.5 Metres prepared to race in a brilliantly sunny Hankø for the World Championship. Nine of the ten scheduled races were sailed over five days in what looked like being a fairly breezy week, but the weather played up on three days to create a challenging championship for sailors and organisers, though it ended with some of the best days of sailing the fleet had experienced in many years.

NEW MOON LEADS AFTER OPENING DAY

The first day opened windless with extensive cloud cover and was never forecast to deliver much except an easy start to the week. After a very light and patchy opening race the breeze built to 12-14 knots for a great second race, though still quite shifty.

Caracole (SUI 214, Bernard Haissly, Nicolas Berthoud, Daniel Stampfli) got the best of the first beat in race 1 to round with a nice lead, but *New Moon II* (BAH 24, Mark Holowesko, Christoph Burger, Anthony Nossiter) had legs downwind to round the gate level and then overtake up the second beat to lead down to the finish. *Ku-Ring-Gai 3* (AUS 66, John Bacon, Terry Wetton, James Mayjor) held on to third for the majority of the race.

The wind increased for race 2 with a large left shift out of the start. *Artemis* hooked into it straight away and sailed away from the line on port, leaving a muddle of boats at the pin. However *New Moon II* also escaped and the two traded tacks up the beat with *New Moon II* rounding ahead. The two fought all the way round to build a useful lead on the fleet but *Artemis* could not find a way past. The all-girl crew on *Girls on Film* (GBR 41, Louise Morton, Annie Lush, Hannah Diamond) also had a good start and first beat to round third and sailed well to protect that in the increased wind.

After the first day *New Moon II* held the lead from *Caracole* and *Artemis*.

Anthony Nossiter stood in as bow man on *New Moon II* due to sickness to mark his first day sailing the boat, though he had been coaching them for some time.

Girls on Film was in fourth overall after a 7,3 and



Anthony Nossiter: "It was always quite flaky and tricky with difficult speed builds and tough starting. We had some difficult starts but we ended up free and had wheels and found some shifts and were fortunate at times, but just sailing the boat normally and letting the opportunities roll and keeping it quite flexible. The boys did a good job. I was more of a passenger. It was my first time sailing a 5.5, so nice to fill in and keep the boys strong. Downwind I was working out where to go to keep the air clear and keep the modes good and upwind I am hiking."

were delighted with their first day ever of 5.5 Metre World Championship racing. Annie Lush said, "It was really light in the first race and we were conservative and just wanted to get a counter. We got a seventh and it was good to come out alive. And then in the next race the wind came up, and we were still on quite a light set up. There was a big left shift out of the start and we managed to get a good start and tack onto port early, and we were kind of in third for most of the race, but it wasn't as easy as it looked. Definitely challenging out there but we are loving the boat."

Annie Lush: "We are pretty new to the class. We've done a few days training in the UK and then a few days here, so we didn't really know what to expect. We are proud of our results today for sure and it was nice to get that third and keep it. We've been nervous as the breeze comes up. We are a lighter team and the impact that might have. We were on our light sails, so really happy that we managed to gear change and stay fast to stay ahead."

"To be honest it's amazing sailing a 5.5. We are loving it. Personally, I sailed the Yngling for many years for the Olympics, a tricky 3-man keelboat, but the 5.5 is so much nicer, points higher, so much power and it's quite technical. It's really fun to be back in a class like this. We are all sailing foiling boats and fast boats now and it's just so good to get back in a proper keelboat and do some real racing, so we had massive grins on our faces today. On the last beat when we were in third and realised we were going to hold it, we all just had the thought, 'this is super cool isn't it, this is really cool'. Really enjoying it."



John B

Hanson, Andrew Palfrey, Sam Haines) came into their own in the breezy conditions. The boat had legs out of the start and led all the way until the closing stages when **Artemis** sailed through downwind as the wind dropped to 5-7 knots. **New Moon II** took a very close third.

Then a huge storm cloud passed over, bringing unstable conditions and a few showers, as well as a two hour wait. Finally, the breeze returned from the west and quickly built to 17-20 knots and huge waves. The same three boats were close at the top mark while **Jean Genie** and **New Moon II** broke away downwind. **Jean Genie** favoured the right on the second upwind to make a gain and lead down to the finish for her first race win of the week. **New Moon II** took a very close second to extend their lead at the top from **Artemis** and **Jean Genie**.

JEAN GENIE MAKES IT TWO IN A ROW

Just one race was sailed on the fourth day. Race 5 was moved earlier in the day as the forecast was for a building wind and it did just that. The conditions tested the entire fleet, but **Jean Genie** started well and was ahead at the first cross and never looked back, leading all the way and extending upwind and downwind for a massive win. **Artemis** rounded the first mark in fifth but was soon up to second and held that to the finish, with **New Moon II** in third.

By the finish the wind had increased to the point where the race committee considered it prudent to send the fleet back to the safety of the harbour.

With just two races remaining, **New Moon II** still led overall from **Artemis** and **Jean Genie**. **New Moon II** had barely put a foot wrong all week, with top three places in all races. Defending champion **Artemis**, had also been sailing well, and while **Jean Genie** had a tough first day, they had dominated since the

STRONG WIND PAUSES RACING

All racing on the second day was cancelled as the forecasted strong winds arrived and buffeted the island all day. The sailors took the opportunity for maintenance, sightseeing and relaxing ahead of what looked like three quite challenging days ahead. It was still a beautifully warm day though with glorious sunshine and high temperatures when out of the wind.

NEW MOON EXTENDS

The third day was definitely a day of two halves separated by a wet intermission.

Race 3 was started in a solid 15-18 knots and huge waves, which eased through the race.

After a mediocre opening day, **Jean Genie** (GBR 42, Elliot



Kristian Nergaard: "The first race was interesting with a big left shift, starting at the pin and tacking right out. We did that with the English covering each other all the way to the top mark. They had good boat speed in that big breeze and then New Moon was about 200 metres behind. On the second beat New Moon had good boatspeed and picked up on both of us."

"When the wind then died to about 4 metres, the English boat started to have speed problems and we got up to them, but they rounded the top mark first and then it was just playing some shifts downwind and finding where the pressure was, and we managed to get past them. That was very close, so we were happy with that"

"The shower the just delayed everything but that second race was typical Hango weather. But at least we got in two races today and looking forward to tomorrow."



Mark Tolhurst: *“With the Fives, I came over here in the 1970s with my father. In 1976 we won the King Olav Cup, the Scandinavian Gold Cup and the World Championship. Frank built several Fives. The one he had at the time was Arunga and I’ve come back with Arunga XII. He filled in all the other ones from I to XI and won several world championships in them and was very strong in the class in those days. I’m passionate about the 5.5 class and always have been. There are four Australia teams here and I bought this boat two years ago when it was in Australia for the worlds. The intention is to campaign it and the four of us are looking to campaign on the international circuit. I am just hoping I can convince Adam to come back and do it with me as that’s what’s it all about.”*



stronger wind arrived and were getting faster and faster.

Andrew Palfrey, from *Jean Genie*, put his take on the day.

“I guess today played out pretty much as per the forecast with the building breeze. We were surprised how shifty it was, but we had a nice start just down from the group with massive gap to leeward. We just chipped away, and we ended almost all the way in the left and we think *New Moon* had gone the right way and made a gain on us. But we focussed on winning our side and then from there the guys did a fantastic job. Elliot is driving the boat really well, like he’s been in the class for years and Sam is super solid at the front. The boat handling was quite crisp, so from where we were at the leeward mark it was a matter of getting the boat round the track safely.

“For us once we’d done the hard stuff it was a matter of delivering to the finish line and being ready for what came next,

which unfortunately was AP over A because of the high winds. It felt more on the downwinds largely because of the sea state. You could easily downspeed in a trough and then the boat really loads up, so that made it tough.”

Marc Ryan was on one of the four Australian boats in Hankø, sailing *Manly* with his father Colin Ryan.

“I’ve been coming here for 35 years. I am a member here and so is my father, Colin. It’s about community and friendship and the social side to sailing. We bought the boat a few years ago to campaign and this is the first venue for us. We are really enjoying it and learning a lot, though I think my arms are two inches longer after today. The boat has been sitting in Europe for two and half years so this is the first time we have actually sailed the boat.”

It’s been a long time since a Tolhurst raced a 5.5 Metre but the name is synonymous with the class.

Mark Tolhurst said, “It’s just fantastic being back in Hankø



Marc Ryan: *“Hankø is one our favourite spots to be. For us as a family it’s probably the most enjoyable place to actually sail. Colin came here first in 1986, and did the worlds in 1987, and I came a few more years and we just love coming back. We bought the boat together and Colin is doing some regattas, and I will get my team together and hopefully do Sardinia and New York afterwards. If we can do two regattas a year...coming from Australia it’s take a lot of time to race. Definitely there’s campaigns and years sailing ahead.”*



Top: Manly • Below: Ali Baba • Bottom: Caracole



and competing. My father Frank and I came here a lot in the 1970s and I always had the dream of coming back with my son Adam, and fortunately we talked him into making the trip. Both of us have been out of competitive sailing for a while, but we have a good guy with us, Stephen Mcconaghy, from Australia, and just been having a lot of fun.

“We figure if we can get into the top ten in any one of these races against these professional sailors we are doing extremely well.

“I am not really expecting to be on the podium, but I am expecting to coming here and have a lot of fun, and enjoy the company and some really nice people. And the venues the Fives choose are just amazing places to go to.”

JEAN GENIE WRAPS UP THE DOUBLE

Jean Genie then wrapped up the series and won the World title after winning both races on the final day.

Race 6 was sailed in 12-15 knots with *Otto* (NOR 68, Bent Christian Wilhelmsen, Lasse Berthelsen, Herve Cunningham) playing the shifts better than anyone to round ahead of *Jean Genie*. They rounded the gate together but then the British boat sailed away up the beat and extended downwind to win by a large margin from *Otto* and *Ku-Ring-Gai 3*.

In a slightly increased breeze, *Jean Genie* started Race 7



Elliot Hanson: *“What was really nice was that the crew only came together a day or two before we got to Norway, but we clicked instantly and that always makes your life a lot easier. Comms were good, no hot-headedness and when the pressure came on it felt like we improved performance rather than wilted away which is really strength as a team. And it’s no secret that the boat is performing very, very well relative to the rest of the fleet when the breeze is up.*

“Not sure what happens next I’ve really enjoyed my time with the class and hope I’ll be back.”



mid-line and covered *New Moon II* on the first tack and then never looked back. Rounding the top mark with a 200 metre lead they shot off downwind to build a two-minute lead on the chasing pack. There was a lot of air between the British boat and the fleet but they pushed all the way for the biggest win of the week. *Ku-Ring-Gai 3* sailed another amazing race to cross second, which moved her up to fourth overall, while *New Moon II* crossed third to take second overall.

Andrew Palfrey commented on winning the title.

“It feels a bit surreal to be honest. This all started a couple of years ago with Morty saying he wanted to build a boat, a boat that was built in Britain. And we started doing the design analysis and so forth and assembling a team, more importantly to make it all happen. So here we are. It’s pretty surreal. I feel a little bit hollow that Morty is not here to share this with us but in a nice



Ali Baba

REFLECTIONS

Peter Morton’s Jean Genie is the first British boat in history to win either of the class’s two major events and the first boat that was not a Sebastien Schmidt designed and Wilke built boat to win the worlds since 1998.

Jean Genie is a Dave Hollom designed 5.5 Metre that was built in Cowes, UK. Though Morton put in two and a half years of development into the project, which also included a second boat, Girls on Film, GBR 41, he was unfortunately unable to sail in Hankø, but sent the boat anyway with Elliot Hanson taking over as helm and Sam Haines moving from coach to the bow. Andrew ‘Dog’ Palfrey was the middleman and has been involved in the project since it started.

Peter Morton explained, “After the 2018 5.5 Metre Worlds in Cowes I was persuaded by Pete Vlasov to get into the class. The 5.5 Metre was conceived in Great Britain but there were no British boats currently on the circuit. I bought a 2003 Wilke boat and got some reasonable results with it.

“I’m very patriotic and wanted to do something in UK. I’d seen the proposals that David Hollom had done and remember his 12 Metre Crusader (the Hippo) from my days sailing with Graham Walker. Eddie Warden Owen reminded me it was the best balanced 12 Metre he had ever steered so I took the decision to ‘have a go’. I asked my friend Steve Quigley (who designs most of the hi-speed ferries we build and is a major part of the Wild Oats optimisation programme) to help with some CFD studies on the different designs and Tom Schnackenberg with whom I’ve been friends with since 1980 to run the VPPs. Steve also designed a boat that we could fit under the deck, using the keel, rudder and rig of the old SUI 222 which Hannes Waimer had in Dubai. With the boatbuilders in Cowes fairly quiet through Covid I decided to build both boats.”

GBR 41 was built at David Heritage and GBR 42 at Composite Craft.

“All this was done under the fantastic direction of Andrew Palfrey (aka Dog) and the team also included a very talented team at North Sails with major input from Sam Haines.

“The boats performed exactly as the VPPs predicted. We won the 2021 Alpen Cup in 41 pretty comfortably and when we tested 41 against 42 in Cowes it was pleasing to confirm that over 10 knots 42 did have an edge. During those tests I had the benefit of having three of the world’s greatest small keelboat helms, Laurie Smith, Andy Beadsworth and Graham Bailey steer both boats confirming what Tom and David had predicted.

“This is a Team effort and hopefully will encourage others to have a go and design and build some new 5.5s.

“They are amazing boats to sail and develop, which for me is half the fun. I’m absolutely not a fan of sailing 50-year-old One Designs because they are supposed to be One Designs yet a new boat is required every couple of years. To me it’s like buying a brand new 1980s Ford Cortina.

“What’s amazing about the 5.5 is that basically 42 is built to the same rules that the old wooden planked long keel boats were in the 1950s.”





Andrew Palfrey: "It's so cool to race in this fleet against the family of 5.5 sailors and we were pushed really, really hard all week by the New Moon and Artemis guys so to finally overcome that is very satisfying so well done to them as well., and just to echo Elliot, to sail with Elliot and Sam and finish this off has just been awesome. It's very rare you find an environment on a race boat like that, so it was super cool."



From left: Anthony Nossiter, Mark Holowesko, Christoph Burger
Andrew Palfrey, Elliot Hanson, Sam Haines
Trond Solli Sæther, Kristian Neergard

moment on the way in we called him. "It's extremely satisfying. Hasn't really sunk in. It's been a bit of a battle all week."

Sam Haines added, "Again just excited, but feel for Morty that he couldn't be part of the action here but as I said before, thanks for the trust he's put in us to be here and in the project. And to come away with the boat and allow us to race. That's the kind of guy he us. A legend of our sport."

Elliot Hanson was planning on doing bow but was then called upon to helm the new boat once Peter Morton was unable to sail.

"For me my journey is a little bit different. I came in quite late on bow, and was then on the helm, so my overwhelming feeling now is relief. We had a stinking day 1, which made our lives hard from there on, and the pressure was on from there to come away with a victory. We didn't really have any slips lefts in us after day 1 and we kind of haven't made any. It's great to sail with these guys, a real pleasure to have some experienced shoulders out on the rail. The boat was seamless in those conditions, going quickly and nothing really went wrong. As soon as that happens it's easy for me to stick it in the right place to make gains on the race track"

IN JUST 10 days the team on *Jean Genie* had rewritten history by winning both the Scandinavian Gold Cup and the World Championship, something no British boat had ever achieved before. *New Moon II* had led all week, only once outside the top three, but could only watch as *Jean Genie* sailed away from the fleet in both the final races. Defending champion *Artemis* ended third.

It was an amazing 10 days in Hankø at the iconic and welcoming Hankø Yacht Club, and the fleet enjoyed the sailing as much as the extensive social activities, which is a key part of the 5.5 Metre Class. This event also marked the return of the Australian sailors who had not seen their boats for two and a half years.

The championship also marked the first time a new designed 5.5 Metre had won a major championship in many decades and time will tell whether this sparks new interest in the world's best designers to look again at the 5.5 Metre rule to come up with something better.

2022 WORLD CHAMPIONSHIP • HANKØ

1	<i>Jean Genie</i>	(GBR 42, Elliot Hanson, Andrew Palfrey, Sam Haines)	(14)	5	2	1	1	1	1	11	
2	<i>New Moon II</i>	(BAH 24, Mark Holowesko, Christoph Burger, Peter Vlasov)		1	1	3	2	3	(8)	3	13
3	<i>Artemis</i>	(NOR 57, Kristian Nergaard, Johan Barne, Trond Solli Sæther)	(6)	2	1	3	2	5	4	17	
4	<i>Ku-Ring-Gai 3</i>	(AUS 66, John Bacon, Terry Wetton, James Mayjor)		3	7	5	(ocs)	7	3	2	27
5	<i>Ali-Baba</i>	(BAH 23, Craig Symonette, Flavio Marazzi, William Alloway)		4	(8)	4	6	8	4	7	33
6	<i>Otto</i>	(NOR 68, Bent Christian Wilhelmsen, Lasse Berthelsen, Herve Cunningham)	8	(9)	6	5	5	2	8	34	
7	<i>John B</i>	(BAH 22, Gavin Mckinney, Mathias Dahlman, Lars Horn Johannessen)	5	(10)	8	4	6	7	6	36	
8	<i>Caracole</i>	(SUI 214, Bernard Haissly, Nicolas Berthoud, Daniel Stampfli)		2	4	10	8	4	9	(ufd)	37
9	<i>Beta Crucis</i>	(AUS 63, Martin Cross, Simon Reffold, Bob Stoddard)		9	6	7	9	(10)	6	5	42
10	<i>Girls on Film</i>	(GBR 41, Louise Morton, Annie Lush, Hannah Diamond)		7	3	9	10	13	11	(dnf)	53
11	<i>Arunga X11</i>	(AUS 70, Mark Tolhurst, Adam Tolhurst, Stephen Mcconaghy)	(15)	14	12	7	9	10	10	62	
12	<i>Feng Shui</i>	(NED 26, Arend Jan Pasman, Jan-Peter Kurvers)		12	(19)	11	14	11	14	12	74
13	<i>Shaolin</i>	(SUI 226, Cyrus Golchan, Hans Von Werdt, Andreas Kindlimann)		10	11	15	16	(ufd)	13	14	79
14	<i>Manly</i>	(AUS44, Colin Ryan, Pelle Horn Johannessen, Marc Ryan)		11	13	(18)	13	17	18	11	83
15	<i>Enez C'las II</i>	(FRA 63, Yann Delabriere, Sylvie Delabriere, Nicolas Abiven)		17	16	(19)	18	16	12	9	88
16	<i>Black & White</i>	(SUI 219, Daniel Schenker, Mark Dangel, Felix Schneebeli)		16	12	20	11	14	17	(dns)	90
17	<i>Prettynama</i>	(GER 79, Max Müller, Jürgen Eiermann, Bernd Selig) M		19	15	16	12	12	16	(dns)	90
18	<i>Forza del destino</i>	(SUI 211, Gil Pfändler, Thomas Huber, Simon Pfändler)		18	17	17	(dns)	18	19	15	104
19	<i>5Billy5</i>	(ITA 79, Mariacristina Rapisardi, Marco Bonzanigo, Giovanni Arrivabene)	13	18	13	(dns)	15	dnc	dnc	107	
20	<i>Ali Baba</i>	(GER 84, Wolf-Eberhard Richter, Beata Kalkowski, Oliver Weiss)		20	22	(dnf)	15	ufd	15	13	109
21	<i>Criollo</i>	(GER 30, Andreas Christiansen, Felix Christiansen, Julius Plass)		21	20	14	17	(dnc)	dnc	dnc	120
22	<i>Trial</i>	(FIN 4, Ville Harkke, Peter Flinkman, Petri Lindström)		23	21	21	19	19	20	(dnc)	123
23	<i>Skylark</i>	(FIN 6, Filip Blomquist, Oscar Norström, Elias Huhtala)		22	23	22	20	20	21	(dnc)	128



**PRIZEGIVING NIGHT
AT
HANKØ YACHT CLUB**



Welcome return to competition



The first thing to remember from the 2022 season was the pleasure of meeting old friends again and to feel the noise of the wind in the sails, the wave on the bow and the emotion of racing.

Here we are again and with a few new boats participating in the class, like *Volpina III* (Carcano design, skipper Lamberto Cesari) and *Twins X* (design Henri Copponex and skipper Giovanni Barone) we also have again the boat of the Marina Militare Italliana, *Grifone* (Einar Ohlson design) and for next season *Posillipo* (design Henri Copponex and skipper Vittorio Pozzo)

The Italian Class has found its 'eagle's nest' in Cerro di Laveno on lago Maggiore, where most of the boats spend the winter under the supervision of our grampa Enzo Marolli who looks after the work that has to be done during the cold season and knows every 5.5 Metre in Italy. Most of the skippers live nearby and it is easy to organise an informal day of racing with good food in early spring.

In May 2022, the Trofeo Volpina (left and above right) was held on Lago di Como in memory of Giulio Cesare Carcano the iconic engineer who designed the Moto Guzzi racing engines and a lot of yachts. He was born on Mandello del Lario. There are five Volpina 5.5 boats in Italy designed by him, all very fast, beautiful, and competitive. We made a trophy with the engine cylinder of a Falcone 500, and we really hope that this regatta will continue in the coming years. *Manuela V* won the first prize (despite being the only boat not designed by Carcano participating...well this is racing).

FABRIZIO CAVAZZA REPORTS ON THE ITALIAN FLEET AND THE 2022 REGATTA SEASON



Top: *5Billy5* (ITA 79, Mariacristina Rapisardi, Marco Bonzanigo, Giovanni Arrivabene) at the 2022 German Open at Brunnen
Above: Trofeo Volpina • Below (from left): *Manuela V*, The Trofeo Volpina, Crew of *Volpina* at Enoshima trophy
Right top: Italian Championship, ITA 6, Kukururu, Racing at Tutzing for Enoshima trophy
Right: Teams at the 2022 Enoshima Trophy, racing on Starnberger See for Enoshima Trophy





The Enoshima Trophy (left and below) was sailed in June in Tutzing. We love the DTYC, we feel at home here, we feel welcome, they have great people organising the racing, the lifting and the bar. We had the privilege to talk with Biwi Reich who had the inspiration to organize this race for long keel boats like the ones that competed in Enoshima in 1964, he is a wonderful person and his presence give a greater value to the event.

Manuela V won the trophy for the first time, but not easily. The competition was hard until the last beat.

Münchner Woche was also held in June in Tutzing. There were very light winds for this event, which took place just after the Enoshima. Volpina won the event (this is her perfect environment) but who really won was the tactician and the man at the spinnaker that managed to find the wind on the lake and keep the

spinnaker full most of the time.

Then it was the Italian Championship in September in San Benedetto del Tronto. This was a new location for us. We had never sailed here before and were surprised by the organisation of the club, the warm welcome of the members, the organisation of the racing, but most of all by the harbour. It is a fisherman's harbour, full of very skilled shipwright (we used them as Volpina was desperately leaking after the hot summer). The small city is so Italian, great food at good prices and so many artisans in all jobs. It was such a good surprise after all the touristic places where regattas are held.

Manuela V won again and was the deserving winner. Guido Tommasi has done some excellent work on her, improved the rigging and the sails and they have an excellent crew.



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BELLAGIOIA II





Return to Cannes

Bellagioia II, SUI 175, is an Evolution 5.5 Metre built in cold laminated mahogany in 1992 by Chantier Naval Kolly near Geneva. A Philippe Meier and Sebastien Schmidt design, she was sailed by Frédéric De Rutté, Matthieu Mac Gillycuddy and Frédéric Saudan in Cannes in 2022, which marked De Rutté's return to Cannes after a long absence.

De Rutté, who has been sailing 5.5 Metres for 45 years: "I was here several times in the 1980s and back then we only sailed metre class boats here, 12 Metres, 6 Metres and a lot of 5.5s. So, this year I came back to enjoy the atmosphere of Cannes. We are very happy to be here."

"The boat was designed more for light winds because it is a little but smaller, but we are quite happy with the performance of the boat. We have been sailing it since 2007, and before that we had a Chance boat from 1976."

During winter 2002-2003, *Bellagioia II* and her sister-ship *LaFayette*, FRA 45, built in 1994, were updated by adding a new low-surface and low-weight keel fitted with a trim tab. The weight difference was added as ballast with the rig moved aft to better share the side force between the fin and the rudder. The mast was also changed to carbon.





Where to from here?

DAVID HOLLON TALKS ABOUT THE DESIGN CONCEPTS AND CHALLENGES THAT WENT INTO PRODUCING THE WINNING BOAT AT THE 2022 SCANDINAVIAN GOLD CUP AND WORLD CHAMPIONSHIP

Looking at the results of the 2022 Worlds in Hankø you might be forgiven for thinking that it was a close-run thing and that *Jean Genie*, the winner, is nothing special. After all, she only won by two points. However, in a fleet of boats that are all very similar to each other, as is the case in the 5.5 Metre fleet, it is very difficult to win by a large points margin as there will probably be one of the other boats in the fleet that is on form and almost always comes second, so points difference is not a good indication of speed. What is a good indication of speed is the gap at the finish between first and second and in the four races that *Jean Genie* won, in most she was so far ahead that you couldn't read the sail numbers of the next boat, which is a large margin. We also made mistakes, as you sometimes do, wrapping ourselves around the pin end buoy at one start due to a big windshift and two other not brilliant starts from which she recovered well.

So what's so different about this boat? Well firstly she is at a different part of the rule to pretty much the rest of the fleet. When I first started researching this project I obviously looked at where everyone else was situated within the rule, which seemed to be at around max displacement, max sail area and min length for that displacement. I also read somewhere that light long boats with min sail area were only competitive in light airs. Nevertheless, to satisfy our own curiosity, we ran boats, which were as near synonyms of each other as possible having regard to their different displacement requirements, through our in house VPP (velocity prediction program). This VPP differs from many others in that the rig coefficients are not predetermined in any way. They are derived from a rig model built around aerodynamic theory and are automatically varied





between maximum and minimum attainable coefficients for each true windspeed, until the best VMG is obtained for that particular windspeed.

SAIL AREA

Sail area, as such, is not equal boat to boat. Because, in most classes, the 5.5 Metre being no exception, rig height is limited and fixed no matter what the size of the sail area. A boat with a smaller sail area has a higher aspect ratio which, upwind, means that the area, although smaller, is more efficient and can thus produce more power per square metre. Because, due to the better aspect ratio, the lift induced drag is less it can, righting moment allowing, be powered up more than the boat with more sail area on the same span in fact, if separation was not too great and therefore a limiting factor the smaller sail area could produce the same power as the larger rig. Another way of looking at it is that induced drag is equal to $(\text{lift}/\text{span})^2$. As span in this case is the same for both rigs, the rig with less sail area can produce the same lift as a boat with more sail area and induced drag will be the same.

However, because the smaller rig is producing more power per unit area and is thus running at a higher lift coefficient (Cl), separation and thus profile drag (all aerodynamic drags less lift induced drag) will be greater As it is the rise in all aerodynamic drags, not just induced drag, that pulls the aerodynamic force vector backwards, and as it is the angle of this force vector that determines how much of its force is available as driving force, this rise in drag limits the attainable power from the rig upwind. Our VPP rig model takes all this into account and arrives at the best Cl for that particular rig on that particular boat at that particular windspeed which will be different depending upon the boat that the rig is attached to. In other words, that rig on another hull may well produce a different Cl, true wind angle etc. It will all depend upon that particular hull's characteristics.

The main point is that the VPP gives a very reliable speed comparison between boats with very different rigs and hulls and it did indicate a definite advantage in most windspeeds for the boat with the smaller but more efficient sail area.

It is comforting that logic would also suggest this result. If the rig can produce the same or almost the same power and it has less weight to propel through the water, it must surely be faster?

HULL SHAPE

Secondly, the hull shape is completely different. Instead of the flat U section of the majority of the fleet, this hull has a V midsection morphing into a U at the bow and a flat section with a very hard bilge at the stern. After many years of research we have found this to be the best shape for low resistance over a wide range of Froude numbers and it has many other advantages, which I will let you discover for yourselves. Suffice it to say that it has proved very successful in a range of boats from our International 14, which planes sooner than its U section brethren and stays on the plane longer, through the 5.5 Metre to the Twelve Metre.

DESIGN PHILOSOPHY

Thirdly, our design philosophy is different. Existing boats seem to have fairly steep overhang angles to give, presumably, as long a waterline length as possible which reduces the volume coefficient (Cv) (a measure of how heavy or light a boat is compared to its length). In theory this should make the lines slimmer with a smaller frontal area, which should reduce drag. However, the downside is that, the steep overhangs necessary to achieve this, are not very effective at extending the sailing length once the boat is heeled and/or moving. On the other hand, a boat with a shorter waterline length and thus a higher volume coefficient has, for the same measured length, naturally lower pitched overhangs. Not only do these, because they are



closer to the water, extend the sailing length better with heel and forward motion, they extend the length better when the boat sinks in sailing trim with crew and stores aboard. The result is that although the steep overhang boat has a longer waterline length in measurement trim it is shorter in sailing trim and it is the length in sailing trim that determines the speed, not the length in measurement trim. Our design philosophy is to make the boat as short as possible in measurement trim but as long as possible in sailing trim. True, it will have a higher C_v in measurement trim but it will have a lower C_v in sailing trim and once again, it is the C_v in sailing trim that matters. Additional to the longer waterline length and thus lower C_v in sailing trim, as already noted, the lower overhangs extend the boats sailing length better once it is heeled and moving

KEEL

Finally, the keel is very different. During our research for Graham Walkers 86/87 America's Cup Challenge we obviously tested the inverse taper keel otherwise known as the upside down keel and found that hydrodynamically it was very inefficient for reasons that are beyond the scope of this article but, if you are interested, are explained in detail in some of my writings in Seahorse Magazine. It's saving grace, however, was that it got the lead down low and thus increased the righting moment on

a lighter shorter Twelve Metre that would otherwise have lacked power. Most of the 5.5 Metre fleet do appear to have either an inverse taper keel or a keel with very little or no taper at all, both of which are still hydrodynamically inefficient. To make matters worse they also carry a large percentage of their ballast in the bilge as internal ballast where it adds little to righting moment and thus power. For a number of reasons this did not make a lot of sense. True, it produces a smaller fin with less wetted area but because the smaller fin displaces less the canoe body volume has to increase to keep the total displacement the same. This has two effects.

Although the wetted area of the fin goes down, because more displacement has to be carried in the canoe body, the canoe body wetted surface area goes up so there is little if any gain in that area. Additionally, because displacement that would have been carried in the fin, a long way from the water surface where its effect on wave drag is small is now, as mentioned, accommodated in the canoe body where it is closer to the water surface and where its effect on wave drag is greater, wave drag rises so it is altogether not a good idea.

The fin on *Jean Genie* is thus large enough to accommodate all but a small amount of trimming ballast which, as mentioned, allows a slimmer canoe body containing less volume and with thus smaller wave drag. Additionally, because the lateral area of the fin is greater a trim tab is not required. The whole idea of a trim tab is to allow a given lift requirement to be produced efficiently from a smaller fin. If you consider that a well designed foil section will probably have an area, either side of zero lift, where drag is low but outside that area the drag is, comparatively, very high, as long as the foil is working within that low drag bucket, which will be a function of side force speed and foil area, drag will be low. However, when sailing to windward only half of that drag bucket is available, the other half will work on the other tack and is thus, in a sense, wasted until the boat tacks. A trim tab or flap is nothing other than a camber changing device and the idea of camber is to move that low drag bucket bodily sideways so that more of it is working on the particular tack that the boat is on. This has the effect of making the drag bucket wider on each tack and if the drag bucket is wider the foil





can be smaller and still remain within that low drag bucket on each tack. Its effect, therefore, is to allow a smaller fin to be used but if the fin is already large enough, for the reasons mentioned, to operate within the narrower low drag bucket of the uncambered foil, then a trim tab becomes surplus to requirements and getting rid of it simplifies the handling of the boat with no loss in performance.

IMPROVEMENTS

So, can she be improved upon? It is very easy to say that she can't, but it was just such a remark that made Morty, *Jean Genie's* owner, determined to prove that theory wrong and resulted in the design and building of the boat. Everything produced by man can be improved if indeed you want to improve it.

So where do we go from here in an effort to improve her? I think, in a previous article for this magazine, I said there were three solutions to the 5.5 Metre design problem and I still feel that to be the case. Briefly, there is the overhang at both bow and stern concept, which is the design path that *Jean Genie* follows. Then there is the vertical stem with stem in the water with a long stern overhang and finally there is what I call the Laurie Davidson bow which is somewhere between the two previous concepts with a cranked bow and long stern overhang.

We have designed boats to all three concepts and yes there is room for improvement, but it will not be as big as the advantage over existing boats shown by *Jean Genie*. However, because that existing advantage seems to be so large, I think the concept to which the rest of the fleet seems to be designed has perhaps run its course, thus, if you want to win, maybe you should consider a new boat for next year?



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Great venues and close competition



A year without any Corona restrictions – what a relief. We started the year as always with the Easter Regatta in Thun with seven boats. The area is beautiful, as always, the club highly professional and the clubhouse area a great place to be. We ended up with five races, mostly light winds to very light. Winner was Jürg Menzi with Bernard Haissly in second on equal points.

Our next races were in Rolle, Lake Geneva, for four days, with seven boats present, including Wölfi Richter on his Evo. The first two days were very strong winds. On the first two day regatta, called ‘Coupe de Rolle’, only one race was sailed due to too strong winds, and on the next two days, called ‘Coupe de la Harpe’, we couldn’t sail at all due to too heavy winds. Fortunately, the club is very nice and friendly.

Our next station was Brunnen (top) on Lake Lucern where we were sailing first our two day international open Swiss fleet races, followed by two day Rigi-Cup.

What a fantastic scenery close to the Gotthard mountain, good clubhouse and club, and simply terrific wind conditions. Brunnen is just across the lake from where actually Switzerland was ‘founded’, the Rütli-Schwur. Mark Dangel gave us a short history lesson. The evenings we spent together at the club together, and one evening we had a small boat excursion taking us to the other side where we had a very nice dinner at a very old, typical house of the area.

The winner of the Swiss fleet races was the team with Mateusz Kusznierevicz in front of Flavio Marazzi (right) and Mark Holowesko in the Moderns, and Rainhard Suhner followed by Wölfi and the German ladies crew with Susanne Struth on their Evo. The Rigi-Cup ranking looks similar, but here Flavio had his nose in front of Mateusz, with third place for Bernard. The Evo was won by the team with Wölfi, followed by Rainer and Susanne.

ANDRÉ BERNHEIM REPORTS ON THE FLEET ACTIVITIES IN SWITZERLAND



16 boats from six nations enjoyed those days, sorry for everyone who missed it. But a promise here, we will go back there, in 2024 or 2025.

The final races took place, as always, in Thun with nine boats from three nations with unfortunately little winds so we only could complete two races. Jürg’s team won, in front of George Prapopoulos and Hans-Peter Schmid (left).

Unfortunately, we again missed the required number of boats needed to be eligible for carrying out a Swiss Championship in the future. The total numbers of boats we did reach, but not the number of Swiss boats at the starting line. The decrease in Swiss racing boats is decreasing, several Modern were sold abroad this year.

We therefore decided to carry out a regatta on the lake of Zurich, where there are a lot of (potential 5.5 Metre) sailors. The fleet became totally unknown to most people there as the boats didn’t show up anymore, and probably no one ever saw a modern boat. Beside two days racing at the far end of the lake, in the Rivera like city of Rapperswil, we will organise a fantastic land program, and also invite journalists to write about the boats and event. To be successful, we need as many 5.5 Metres to sail there, but of course, also the international Swiss fleet race in Grandson on Lake Neuchatel is a great area to sail with us – please try to come. We give our best to make guests from other nations feel home and provide them with great sailing and comradeship.



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Worldwide Boat Count

COMPILED BY KASPAR STUBENRAUCH

Over the last decade, the International 5.5 Metre Class has been following good Class development, for which the annual boat count has been used as a benchmark.

The overview informs us about the basic number of boats per country, its different categories of Modern, Evolution and Classic boats, new boats being built over the years and participation in World Championships. It also presents the minimum needs for holding the status of International Class with World Sailing, in Nations with 6+ boats and continents, which we perfectly fulfil. Additional features cover boatyards building 5.5s, the number of designs and information about

boats for sale, in the different categories.

The count has, together with the 5.5 Metre Inventory (5.5inventory.org) helped to get boats integrated, of which we had lost sight. It shows 438 boats worldwide today – out of over 700 built – and we are sure to find more, which can help for Class growth.

Still, the most important thing for the continuity of this construction class is the building of new boats. While for some time it had been believed, that improvements in design for better performance was showing only marginal steps forward, the most recent examples can prove, that this Class has the potential for a good future.

International 5.5m Class – Boatcount 2023																									
Status 23.03.2023		 © K. Stubenrauch																							
Status		SUI	GER	ITA	FRA	AUS	FIN	AUT	USA	NOR	SWE	NED	CAN	BAH	GBR	EST	GRE	DEN	UKR	POL	AHO	RUS	LAT	Total	
Boats sailing		98	73	24	36	30	21	20	14	11	10	11	6	4	2	2	2	1	2	1	1	1	1	370	
New boats built															1			1						1	
Boats		101	88	45	39	31	25	21	18	15	14	13	8	4	3	3	2	2	2	1	1	1	1	438	
Classic		41	51	40	24	16	23	11	14	3	10	7	6			3	1	1	2			1	1	1	256
Evolution		45	26	4	12	10	2	8	4	9	4	2	2					1							131
Modern		15	9	1	3	5				3		4		4	3		1				1				51
Boats		101	88	45	39	31	25	21	18	15	14	13	8	4	3	3	2	2	2	1	1	1	1	438	
Youngest boat		2021	2016	2007	1995	2016	1991	2016	1989	2021	2016	2003	1985	2022	2023	1968	2000	1989	1968	2015	1954	1962	1968		
Boats 4 Sail		3	11	2	7	1	7	-	-	3	-	2	-	1	1	-	-	-	1	-	1	-	-	40	
5.5m in Europe	377																								
5.5m in Oceania	32																								
5.5m in N.-Am.	29																								
Total boats	438																								
All boats s. 1949	735																								
Active Classic	48																								
Active Evolution	38																								
Active Modern	35																								
Total active	121																								
Nations w. a.b.	15																								
Nations w. 10+	5																								
Nations w. 6+ b.	12	Min.	3																						
N. w 6+ Modern	2																								
Nations with 6- b.	10																								
Contin. w. 6+ b.	3	Min.	2																						
Continents w. 6-	0																								
W.Ch	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022						
Min.	36	27	41	38	18	30	30	30	37	22	37	30	35	26	25	24	24	-	23						
25	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003						
	14	18	26	52	15	24	15	?	?	37	18	41	12	26	32	34	36	29	36						
Boats in %																									
Class	58,4																								
Evol.	29,9																								
Mod.	11,6																								
Boats 4 Sail in %																									
Class	22	8,6																							
Evol.	8	6,1																							
Mod.	10	19,6																							
Active	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021													
Class.	38	33	34	38	53	56	39	43	44	44	48														
Evo.	28	32	33	47	41	41	32	33	27	35	38														
Mod.	28	32	32	33	34	34	30	27	27	33	35														
Boatyards 1999-23	Designs 1999-23	Boats built 1977-2023																							
SUI	5	SUI	29	1977	5	1985	10	1993	7	2003	4	2011	1	2023	1										
GBR	3	USA/GBR	2	1978	3	1986	3	1994	7	2004	4	2014	1												
SWE	1	GBR	2	1979	6	1987	5	1995	6	2005	2	2015	1												
DEN/GER	2	USA	1	1980	5	1988	3	1996	3	2006	3	2016	3												
NED	1	SWE	1	1981	7	1989	20	1999	1	2007	2	2019	2												
		DEN	1	1982	4	1990	5	2000	1	2008	2	2020	2												
		NED	1	1983	7	1991	6	2001	2	2009	2	2021	3												
				1984	5	1992	6	2002	2	2010	1	2022	1												

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Great Racing in Austria



On September 2-4, 2022, the eight 5.5 Metres took part in the 3rd Salzkammergut Prize in the UYC-Traunsee on Lake Traunsee, with wonderful weather and 6-8 knots of wind.

The first three races were sailed on 2 September. A certain dominance of our welcome guest, GER 84 (Wolfi Richter, Beata Kalkowski and Oliver Weiss), was already noticeable, which manifested itself on the second day of the event, with light winds and ended in a clear victory for their team.

STEPHEN HOLZINGER REPORTS ON THE 2022 SALZKAMMERGUT PRIZE AND LOOKS FORWARD TO 2023



AUT 26 (Benjamin Stillfried, Christian Sterrer and Max Stillfried) followed in second place with AUT 6 (Martin Bürger, Georg Praxmarer and Jürgen Lappi) in third. At the Salzkammergut Prize, the overall winner from Modern, Evolution



and Classic is determined using the yardstick method, which is unique for the 5.5 Metre class.

Unfortunately, AUT 25, which was leading in a clear place, had to give up after three races due to a break in the forestay.

The debut of AUT 66 (former SWE 66) was marked by little success due to too many technical problems and too little practice.

This year the 4th Salzkammergut Prize will take place on 23-25 June, once again hosted by the UYC-Traunsee in Gmunden. The club is looking forward to numerous participants and beautiful sailing days in probably the most beautiful scenery in the Alps.



Photos by Martin Eisl except top by Radovan Duschek



On 5.5s, keeping it fun, 747s, and cross stitch

Kim Chabani didn't have the most typical introduction to 5.5 Metre sailing, but as he steps down as the Vice President Sailing for the international class association he looks back on his years in the class and now looks forward to renewing his love of the class after a few years away from sailing.

He first set foot in a 5.5 Metre in 2003 after a joke between two friends led to one of them buying a new boat. "This is kind of a funny story. The 5.5 fleet in the Netherlands was led by Hans Nadorp who had the first Wilke boat in the Netherlands, NED 26 now Feng Shui. It was the autumn of 2002, and I was part of the race committee for a closing event at the Royal Yacht Club, The Kaag, where the 5.5 Metres were also racing.

"After the races we were having some drinks on the starting

FORMER VICE PRESIDENT SAILING, **KIM CHABANI**, TALKS ABOUT 5.5 METRES, HOW HE GOT STARTED, A LOT OF FUN ALONG THE WAY, AND WHAT THE FUTURE HOLDS

vessel called *Modesty*, which was owned by Ton de Bruijn. Ton and Hans were joking about sailing, and they were absolutely the opposite of each other in every aspect. If Hans said A, Ton would say B and vice versa. So, while joking Ton said to me, Kim if I buy a 5.5 will you sail with me? Hans said, you would never buy a 5.5. Well, that was Ton's trigger to pick up the phone, call Wilke and order a new 5.5 to be delivered in 2003. He came back and said, done.

"So, there we were. I had only one or two years of non-regatta sailing experience in a Laser and Ton not having sailed for about 20 years, now had a new 5.5 Metre."

KIM'S FIRST SAILING experience was in the local sailing school at the age of 16. From there he and his brother and bought a Laser and started sailing at The Kaag.

However, "I liked the sailing, but I also had a big interest in the rules of regatta sailing. So, after a year or two I was done sailing and got more into the rule and regatta organisation. About 20 years ago Jan Willem van Weezenbeek took me to the Cadet World Championship in Nieuwpoort, Belgium, to get familiar with the judging and umpiring. Being part of such a large international event was a huge experience for me, so I started concentrating more on rules and became a National Judge and continued developing towards IJ, but never finished the certification due to lack of time to take part in

international events. At the same time, I was part of the racing committee on the RYC The Kaag together with my good friend Wiebe de Witte. After doing many years of regatta organisation and finally as the race officer I switched back to sailing in 2003.”

WILDCAT

Not knowing what a 5.5 Metre exactly was, Kim was committed to sail one because Ton de Bruijn just ordered a boat. But attraction soon followed.

“When I experienced the international events and the fantastic unique sailing performance of the 5.5 Metre, it just has everything a monohull boat should have, highly developed and very technical.

“I sailed with Ton de Bruijn on NED 31 *Wildcat* for several years. The boat was called *Wildcat* because Ton was in the oil industry, and they call someone searching for oil fields to drill a Wildcatter.

“Sailing with Ton was absolutely enjoyable. We did not perform at all, but we had the best fun there was. The drive to let’s say Thun, which you can do in eight hours, we did in 2-3 days. This was because Ton did not like to drive so preferred to stop at noon to find a nice place to lunch and overnight. It was only about having fun together.

“All the fun came to a stop when Ton became ill and unfortunately passed away. I lost a very, very good friend who was like a father to me. Our last event was the World Championship in San Remo.

“From there I stopped sailing for a year and then had a few different skippers until I met Arend Pasma and joined the team NED 26 Feng Shui.”



FENG SHUI

“I had already known Ron Azier for many years, who was middleman of NED 26 while I became foredeck. We were not the best sailors but Arend had an excellent feeling to find wind or changing directions. Ron has a life full of sailing and helming experience so even when he was not helming the 5.5 Metre he was the skipper. I had the knowledge of rules and tactics and that all combined as a fixed team made some successes for us. We knew we could not win due to our lack of talent, so we had to become better to always make sure the equipment was in top condition, keeping lots of records of sailing conditions and the corresponding boat setup. So, you can say we kind of operated a 5.5 Metre and made race plans to execute. We did well in Swiss events with low and changing winds and I think the best position was a third place in the worlds in Benodet. But where we were really good at was messing up every start and then sailing forwards. It would have been easier to just start right. I quit the NED 26 team after the worlds in Cowes in 2018.”

Then he ended up sailing with his friend Wiebe de Witte for a couple of years.

“Victorine Bredero, the owner of NED 31 at that time, sold her boat in Cowes meaning both Wiebe and myself did not have a boat anymore, but we decided to continue sailing only together. We ended up with Max Mueller of GER 79, *Prettynama*, with whom we sailed 1-2 years until my son was born in January 2019. He was born too early and way too small. After spending seven exhausting weeks in the IC with him and my wife we were sent home with lots of concerns and lots of caring for him. That resulted me not having any time left for sailing or actually doing anything besides working and caring for the family. Now 4.5 years later I am looking forward to start sailing again.”

He says there are many memorable regattas. “There are so many... that what makes this class so attractive. One of my best events was a Worlds in Torbole with a large fleet of 5.5 Metres, sunny, windy excellent sailing conditions. Nice food, nice social events through the whole village of Torbole.

VICE PRESIDENT

In 2013 he took on the role of Vice President Sailing for the international class association, holding the role for nearly 10 years until stepping down at the end of 2022.

“I think that started after we organised the world championship Curaçao in 2013. The real big challenge was and

Above: Sailing with Wiebe de Witte and Max Müller in Cannes in 2019
 Top left: on *Feng Shui* at the 2018 German Open in Travemünde with Arend Pasma and Ron Azier · Left: At the 2018 Swiss Open on Lake Como · Below: 2018 Worlds in Cowes



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Above: 2018 German Open in Travemünde on *Feng Shui*
Below: On *Prettyname* in Cannes in 2019

still is, and always will be, to try to get people committing to coming to events. You need some commitment to be able to make decent arrangements with hosting clubs. In my opinion a smooth calendar taking logistics into account together with great venues that are also attractive for families are key for successful events. I always tried to achieve that and keeping the sailors together at the events for social activities. For instance, in Curaçao, we all stayed together in the same resort, breakfast, dinners, everything together as, yes cliché, one big family. But that is what in the end is keeping this class alive.”

“I knew the class pretty well already before I started as a VP, but what I learned is the need to just to take a decision – this class won’t function if you want to collect and wait for every member’s opinion before taking a decision. Yes, I know it does not sound democratic, but it is just what our class needs. People are just too busy to stay involved all the time, so someone needs to make decisions for them. I also think our current president is doing an excellent job in that.”

It’s also about the stories and making great memories.

“There are too many to mention. From remote controlled barking dog doorbells underneath Kristian Nergaard’s deck to orange cows in front of Peter Vlasov’s hotel room and Gavin swinging on the ceiling chandeliers. Then there was the team returning to the harbour in Curaçao, not because they had an issue onboard but just because they decided to play golf instead of racing that day.

CROSS STITCH AND 747s

In his professional life, Kim owns a company, Thea Gouverneur BV, which his mother started in 1959. The company manufactures and exports needle art products in the craft industry.

“We have customers on nearly every continent, which means I must do lots of travelling. I have had months where I took more flights than an average flight attendant. Our business during Covid was booming and the other benefit was the travel restrictions. I was kind of tired of all the travelling and now am trying to keep that on the lowest

possible frequency. It is an interesting industry, most people think about old ladies doing some sewing and stitching, but the opposite is true. Half of our turnover is generated through marketplaces like Amazon. That means you do not talk with buyers or chain stores or whatsoever but need to know everything about Amazon algorithms and lots of data analytics to attract that consumer to your product and convert their visit into a sale.”

NOT A LOT OF PEOPLE KNOW THIS.

“I think only a few people know what I am exactly doing for work, until now... And what most people won’t know and what has nothing to do with the work I am currently doing is that I am a certified Boeing 747/777 technical engineer and trained to repair and fly those machines, but now selling cross stitch kits.”

He sees a good future for the class but agrees that achieving a good balance for everyone is never easy.

“I hope we can find a good mix of nice venues at the most beautiful places overseas and here in Europe, while taking into account the fact to keep it affordable for a broad range of teams.

“I think we should look at where there could be potential new boat owners and organise an event there. Great venues in general are attractive for any potential boat owner. So great venues AND a planning a few years ahead could be attractive for new members.

“I think we can all learn from top level sailors. I do not think we need to change the class to make it attractive for top level sailors. I think we need to find a way to show top level sailors how attractive the class already is. There are many top-level sailors on the larger boats. Many owners struggle to get crews so it could be tempting for them to move to a three-person team. So, events combined with those large boat events could attract new owners in my opinion.”

BACK IN THE BOAT

What makes it attractive for him to continue in the 5.5 Metre.

“The question is more, why to start again... well just because I missed all of the above. I have been invited by Jürg Menzi to sail the Alpen Cup in Torbole with him, and I am looking forward to that. I’ve known Jürg since I started in the 5.5 so it feels comfortable to sail that event with him.”



Rekindling the love for 5.5 Metres



A small but growing group of enthusiasts is rekindling the love of 5.5 Metre boats in North America. Call it passion, or perhaps obsession, but that best describes decisions that non-sailors might see as borderline ridiculous.

Take for example, the rescue of *Mavi*, ITA 14 from destruction. “Some things in life make very little sense and this is one of them,” American Dan Rossi said. “But it shows the passion of the North American owners to preserve 5.5s here.”

Spotting a Facebook post by chance last fall about a Classic 5.5 slated for disposal unless someone came to her rescue, Rossi sprang into action. “The timeline was very short, at most a month, so the NA owners got together, agreed she should be rescued, threw caution and details aside and hatched a scheme to get the boat shipped from California to Michigan.”

The scheme included logistical juggling that saw Rossi reroute a business trip to the west coast with extra flights to detour and check out the condition of *Mavi* in person, then proceed to load masts and make arrangements for shipping.

Remember, this is a journey of over 3,800 km that needed to happen before serious snowfall. No simple scheme, but one the North American group enthusiastically accomplished successfully.

Now resting in Michigan, plans call for *Mavi* to be brought to



American Joe Strelow and Canadian John Lister jointly purchased *Summer School* CAN 31 to keep her sailing in the North American fleet and invited Eugene Kokbas to skipper her. Kokbas had a stellar regatta taking the classic trophy in 2022.

JENNIFER HARKER WRITES ABOUT A SMALL BUT GROWING GROUP OF ENTHUSIASTS REKINDLING THE LOVE OF 5.5 METRES IN NORTH AMERICA



Veteran 8-Metre racer Jason Williams (centre) was aboard Dan Rossi's (left) *Savage* USA 75 with Graeme Jay. Williams is currently restoring *Jill* CAN 3 and plans to have her ready for the August 2023 regatta. Following *Jill*'s completion Williams will begin work on *Sjöhäxa*.

Canada before the June regatta for the group to see what work needs to be completed to make her race ready.

Rossi said, “I think overall there is common theme with the North American 5.5 that is worthy to shine light on – our esprit de corps on and off the water, sharing stories about rebuilds, history of each of the boats and helping to promote the 5.5.”

That esprit de corps shone brightly in another example of cross-border cooperation when Canadian John Lister and American Joe Strelow jointly purchased *Summer School* CAN 31, despite already owning their own 5.5s.

Where others would see obstacles, Lister and Strelow saw opportunity – a chance to introduce more people to the thrill of 5.5 racing.

Lister turned to experienced skippers at the Midland Bay Sailing Club which, with the cooperation of Bay Port Yachting Centre, has played host to the North American 5.5 Metre Regattas since 2014.

He asked Eugene Kokbas to take the helm. “Having sailed in and skippered keel boats for over 40 years, among them



Left: As participation and skill builds in the North American fleet, tightly packed races and close finishes are making an exhilarating ride for everyone. Above left: Jason Williams inherited his grandfather's passion for saving classic wooden boats and is putting that to good use with an extensive renovation of *Jill* CAN 3. • Above right: Dan Rossi continues rejuvenation efforts on *Jalapeña* USA 96 and she will be sporting new rig and sails for 2023.

McGregor, C&C, Catalina, Dufour, Beneteau, Hotfoot, and Sharks, I enjoy competitive sailing," Kokbas said.

He began sailing in Hamilton Harbour before moving to Midland in the late 1980s. "Since then, I have qualified as a CYA Basic Cruising instructor, and participated in racing events in the Great Lakes such as Cork Offshore, LO300, Port Huron – Mackinac, and the Georgian Bay Regatta."

Despite boatloads of onboard experience, Kokbas was unsure exactly what to expect from the 5.5s so began the August 2022 regatta with modest goals of keeping the crew and borrowed boat safe – and not to get left behind. "Our initial goal before the races started was to keep the boat afloat and don't let the fleet get too far ahead. In other words, don't expect to win."

He quickly learned how the elegant classic wooden boat would respond. "I was expecting a flexible and wet boat, but to my delight *Summer School* is stiff and very dry."

As he got to know the boat he was pleased with her responsiveness and agility. "I expected sluggish steering with an almost full keel and keel hung rudder. That was rather worrisome at the starts since my primary concern, after the safety of the crew, was not to scratch the boat. Again, I was pleasantly surprised at how responsive the boat was with a little speed."

As the week progressed Kokbas and his crew became a formidable opponent. "The crew is what makes any boat move, and I was fortunate to have a set of great crew members that understood teamwork and worked together like clockwork."

Teamwork and talent translated into impressive finishes with Kokbas and crew claiming the overall classic trophy for the regatta.

Kokbas called it a privilege to sail the beautiful vintage boat and thoroughly enjoyed the experience. "The whole gang of sailors were pleasant, and forgiving at the start lines, as well as at the debrief after the races each day. When classic 5.5s fill Midland Bay, you can't help but be transported back to the 1950s."

TWO MORE 5.5S from the 1950s are set to eventually rejoin the fleet thanks to the skill and passion of Jason Williams.

Williams caught the sailing bug early, beginning to sail at 10



William Turner debuted *Firestorm* USA 87 at this year's North Americans and had her flying to take home both the evolution and overall trophies in 2023.

and moving into competitive sailing in different fleets from J24s to Farr 40s but mainly in the 8 Metre fleet at the Royal Canadian Yacht Club in Toronto. His love of metre boats was born aboard *Norseman*, owned by his grandfather Cedric GE Gyles who instilled in Jason the importance of maintenance, care and pride.

He also inherited his grandfather's passion for saving classic wooden boats. Jason's first personal restoration project was his R Boat *Marcarle* (Johan Anker, c1925). She was found lying on her starboard side after her cradle had collapsed following years of neglect. Her restoration took Jason eight years, and he now sails her on Georgian Bay. Not only a hobby, Jason has worked in the marine industry for over 20 years.

His 5.5 restoration chapter began in the fall of 2021 with the arrival of *Jill*, (Tore Holm, 1951, DEN-002 CAN-003).

Jason explains, "The first step was a major grinding to remove bottom coatings to expose the wood. Plugs were removed below the water line so that the screws were ready to come out. The three bottom planks were removed and almost all of the rib ends were cut off because of rot or breaks, but mostly both. With braces in place, the hull was supported and all the floors above the keelson were removed."

The labour of love continued. The keel and floor bolts were removed as well as the laminates that had been installed in a previous refit. The keelson was dried out and reused except the for cap and aft knee. Proper scarfs were cut to lengthen the timbers where needed. Once the new floors and dead wood were dry fitted to the new bolts it was all glued together.

After the dead wood was secured, attention was shifted aft to the rudder, rudder post and surrounding area. The transom was braced and the whole corner was removed for replacement. The rudder was rebuilt, glassed and installed with the layup of the aft corner.

Next, the stem had to be replaced as the back three feet were soft. The splines had cracked above the stem as well as the rudder post joints from the upward force that the runners and forestay had exerted on her weakened structure. Around the mast step the planks had long cracks running with the length of the grain.

All the ribs in the transom were replaced. It was mainly partial ribs in the bow and mid sections that had to be done, as well as a handful of full of ribs in the midship area. The interior existing planking had been previously coated with tinted epoxy for protection or to stop the leaks. This was all was ground off to show the grain, and to expose any rot or cracked planks.

Sometime in the past, a tree had fallen on *Jill*. Her port aft quarter was cracked from the aft covering board forward, on a downward curve. The crack would drop a plank with every rib it moved forward for nine planks. On the starboard side the floors were cracked, and where they weren't cracked they had torn the fasteners through the planking. Between the tree, the stem, problems top of the rudder post and all of the cracked planking, *Jill* could not have been a stiff boat and must have taken on water.

At some point the transom was cut off at the deck beam, so to rebuild it, the restored length was taken off of *Jill's* 1951 measurement certificate. With no plans for *Jill*, a 5.5 Metre drawing for *Gullvinge* (1950) by Tore Holm was used to measure off of. Either way the stern looks better now.



Camaraderie is a hallmark of the North American fleet and William Turner (left) of the Texas Corinthian Yacht Club and Midland Bay Sailing Club commodore Hugh Loughborough officially exchanged club burgees. The MBSC burgee is hanging proudly at TCYC by the models of the 5.5M fleet

Next steps will be to do the chain plates, planking, splining and fairing. Once she's in the water the rig will have to be fit into the boat with new shrouds and rigging. With some hard work she will be ready for August 2023. For now, some original sails will pull her along, but *Jill* will be strong and with a fleet again.

Jill's restoration will continue in the fall. Some work will need to be done to the deck and the mast partners are split and cracked. The cockpit surround will need work too – the main deck beam at the forward end has a vertical crack in the middle and there is some rot in the corners. The longitudinals in the cockpit and side deck beams will also need repair.

The final plan will be to put some teak covering boards on her, along with a new cockpit surround to go with the existing teak sole. She will be painted a darker shade of blue with white cove stripes and waterline, with teak trim and stainless ascents.

Jason said, "My next 5.5 Metre project will be *Sjöhäxa* (Arvid Laurin, 1951, SWE-001 CAN-004b). She will need a lot more work than *Jill*, along with a new deck and deckbeams. The plan is to start her in 2025, after taking time to enjoy sailing as well as to do some maintenance on my R Boat *Marcarle*. *Sjöhäxa* may take three to four years to complete."

MEANWHILE ROSSI CONTINUES to rebuild his personal fleet of 5.5s which includes *Purple Haze* USA 51 and *Savage* USA 75 with *Jalapeña* USA 96 expected to make an appearance in 2023. She was originally designed and built by Norman Owens in Texas for the Worlds held there in the mid-1980s. "Story has it that one of his sons had the boat in California, but then it made its way to Maryland where she laid for many years – fortunately out of the weather."

Rossi said, "The rebuild is progressing and getting down to final paint and installation of hardware. She will be sporting a new rig and sails."

With three boats available Rossi generously lends his boats to introduce other sailors to 5.5 skippering and several Midland Bay Sailing Club members have taken him up on the offer over the years, including club commodore Hugh Loughborough. Rossi said refinements on all of his boats continue, including likely swapping out *Savage's* rig with one that came out of *Firestorm*.

Speaking of the Texas team Rossi said, "A big season is expected for the Texans with *Firestorm*, USA 87. Last year it was nice to see William jump back in and buy another 5.5, after his earlier attempt ended in unbelievable circumstances which resulted in a boat being destroyed due to the lack of proper paperwork. They are a force to be reckoned with and are currently honing their skills on waters closer to home club racing in Texas."

The North Americans look forward to regattas in Midland, Ontario, Canada June 22-25 and August 21-25. Rossi said the NAs are also following the discussion and planning to have the Worlds in Newport, Rhode Island in 2024 with great interest.

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Great racing on Pittwater



The Australian Fleet enjoyed a good year in 2022 and so far in 2023, with great results at the 2022 Worlds in Hankø and once again, an exciting Festival of Fives and Australian Championship in February/March 2023.

Once again, the Royal Prince Alfred Yacht Club hosted the week's racing on beautiful Pittwater. This year 12 boats signed on for the Championship.

The David Booth Memorial Race was the preliminary race, a handicap start race from the Club, down Pittwater, around Lion Island and a dash back to the Club. The 5.5 Metre division was won by *Rhapsody* (Tom Spithill), with *Sic Em Rex II* (Tim Fussell) in second and *Alpha Crucis* (Martin Cross) in third.

Day 1 of the National Championships saw Sydney's weather at its finest with a 12-15 knot north easterly breeze settle in and make for some exciting prestart manoeuvring. There was some very close racing in Race 1 and 2, with *Ku-Ring-Gai* (John Bacon), *Rhapsody* (Tom Spithill) and *Alpha Crucis* (Martin Cross) going 1,2,3 in both races. Race 3 was won by *Rhapsody*, then *Alpha Crucis* with Scotty O'Connor's 1968 Classic *Kings Cross* in third, letting the Moderns and Evolutions know that the Classics were not to be taken lightly. With the forecast for lightening conditions over Days 2 and 3, it was decided to continue racing and Race 4 was won by *Ku-Ring-Gai* with *Rhapsody* and *Kings Cross* completing the podium.

Day 2 held true to forecast with 10 knots of ENE breeze filling in for the day. *Ku-Ring-Gai* took Race 1, with *Rhapsody* and *Black Magic* (Jamie Macphail) coming home in a tight finish.



DAMIAN MACEY REPORTS ON THE AUSTRALIAN 5.5 METRE NATIONAL CHAMPIONSHIP AND FESTIVAL OF FIVES WEEK



Race 2 went to *Rhapsody*, then *Black Magic* and *Alpha Crucis*. *Black Magic* stamped its name on 'Boat of the Day' with a win in Race 3, from *Ku-Ring-Gai* and *Alpha Crucis*.

On Day 3 there was a half hour delay in racing waiting for the breeze to fill in, and conditions remained light for the day. Race 1 was won by *Black Magic* from *Ku-Ring-Gai* and *Kings Cross*. No surprises in Race 2 with *Rhapsody* taking the win from *Ku-Ring-Gai* and *Black Magic*.

In the end the 2023 Australian Championship was won by *Ku-Ring-Gai* (John Bacon) from *Rhapsody* (Chris Hancock, sailed by Tom Spithill) with *Black Magic* (Jamie Macphail) third. The handicap results were *Sic Em Rex* (Tim Fussell) from *Alpha Crucis* (Martin Cross) and *Arunga VIII* (Joachim Fluhrer)

The Pittwater 'Lemoncello' Gold Cup for 2023, hosted by the Woody Point Yacht Club, was won by *Rhapsody* (Tom Spithill). The Associates Trophy 2023 (Ladies Helm Twilight Race) was won by *Rhapsody* (Annie Taylor) from *Skagerak* (Lauren Crossman) and *Alpha Crucis* (Anna Cross).

Once again, the 'Festival of Fives' proved to be a great week's racing for the fleet and with the promise of three more boats coming up from Sydney Harbour for the next Nationals, the Australian 5.5 Metre class is going from strength to strength.



The Weekend Warrior ...and being 'killed' by Bond

GAVIN MCKINNEY HAS SPENT HALF A CENTURY SAILING 5.5 METRES AND HE IS STILL LOOKING FOR THAT LITTLE EXTRA SPEED. HERE HE TALKS ABOUT HIS TIME IN THE CLASS, HOW IT HAS DEVELOPED, WHAT THE FUTURE HOLDS, ABOUT BEING 'KILLED' BY JAMES BOND AND ABOUT HIS LATEST BOAT.

It's not unusual to find some fascinating characters in the 5.5 Metre class, but one with perhaps more than his fair share of stories to tell is Gavin McKinney. He is alleged to have taken part in more 5.5 Metre world championships than any other sailor and started his 5.5 Metre days crewing for the legendary Bobby Symonette. In a professional capacity, he is one of the world's foremost underwater cameraman, working on numerous blockbuster films including *The Abyss* and five James Bond films, including doubling for, and getting killed by 007.

He has recently acquired his fifth 5.5 Metre, and while he acknowledges he is a weekend warrior, he is still fiercely competitive. After winning the Scandinavian Gold Cup as crew for Bobby Symonette in 1977, 1982 and 1983, then twice as helm in 2000 and 2001, he says the high point was winning the world

championship as helm in 2017, after some 40 years sailing the boat.

Getting into sailing was like riding a bike. "Growing up in the Bahamas in the 1950s and 1960s, we didn't have all the distractions that are everywhere today. For me there was bicycle riding, swimming and sailing. It just happened. Plus my father and grandfather sailed."

With Bobby Symonette as his stepfather, it was probably only a matter of time before Gavin started to get involved in the 5.5 Metre class. "He had been involved in the 5s for many years. He was the first person to build a new 5.5 Metre after it was removed from the Olympics. Some people thought it would be the end of the class when they were taken out of the Olympics. It is safe to say there would be no Bahamian 5.5 Metres if it wasn't for the influence of Bobby. In fact, if it was not for him the class may have collapsed after the 1968 Olympics."

"As a teenager being invited to compete internationally was a no brainer. I would have done it in any boat, but even at that age the 5.5 Metre was a hard boat to forget once I sailed on one. For whatever reason Bobby continued to include me. It was such an exciting and sophisticated boat. Of course, the boats were very different then compared to what they are like today. The boats we raced in the 1970s and 1980s now seem old fashioned, but at the time they felt so modern."

Outside of the 5.5 Metre class, "I also sailed other small boats, including the Laser, Sunfish and the Snipe Class, all of which I still compete in."

The boats from The Bahamas made an impression in the 1960s and 1970s with Bobby Symonette's first Gold Cup win in 1974, followed by two more in 1982 and 1983 with Gavin as crew.

"For many years I sailed with Bobby and Bob Levin. Even though Bob did not race with Durward Knowles, he was very much a part of keeping Durward's boat organised when Durward won the Gold medal in the Stars in Tokyo in 1964. Bob also





played a similar role with Bobby. The three of us raced together. Also, there was Ulf Sundelin of the Sundelin Brothers team that won the 5.5 Metre Gold in Mexico in 1968, the last appearance of the 5.5 Metres in the Olympics. There were many others including Craig Symonette, Bobby's half-brother. I crewed for him for a while and later on he crewed for me. Craig was one of quite a number who crewed for Bobby over the years.

"The first time I helmed in a world championship was in Geneva in 1982 and then the next was in Norway in 1983 and then Sardinia in 1984. In 1988 there were 52 boats at the world championship in Geneva."

He said most regattas have a standout moment. "We raced in Benodet in 1977 and won the Scandinavian Gold Cup and were second in the world championship. That is probably when I became well and truly hooked. After many bronze medals as a helmsman, perhaps as many as eight, and a silver it is easy to say winning in 2017 was a highlight.

"There are so many memories. Many characters including King Olaf, and at the time Prince Harald, Ted Turner, the Fay brothers from Texas, Frank Tolhurst, Peter Masterson the American playwright and Glen Foster to name just a few. It was always exciting to socialise with them. Ted Turner was never at a loss for words."

"I have been told that I have sailed in more world championships than anyone ever in the class so the passion has been there for a long time. Like any sport, when you have that common thread, you usually enjoy the social side. The social side is not quite what it used to be, but it still exists.

"The attraction is that when we get it right, we can still win races. Also, it helps that my crew, Lars and Mathias, are so much fun to be around in any circumstances. I plan to continue for now, though ultimately it will depend on which direction the class goes in the near future."

BEING BOND

Water has been a big part of Gavin's life, either on or under it. From 1973 he worked in the film industry for many years – feature films, TV series and commercials – working on the underwater sequences for many projects.

These included, "The Abyss, with Jim Cameron, for four months filming mostly at night and five of the 007 films."

In total, he has worked on more than 50 features films from working as a diver on the Day of the Dolphin (1973), to The Spy Who Loved Me (1977), For Your Eyes Only (1981), Moonraker (1979), Never Say Never Again (1983), and The World Is Not Enough (1999).

Top left: Hankø 2022 • Bottom left: Como 2018 • Group (clockwise from top left): Sailing with Craig as middle man and 'the brain' Harald in front • Gavin filming under water • A 1966 Swedish army truck was used for a few years. Maximum speed 68mph. Once pulled over by the German police for driving too slowly on the autobahn • Being 'killed' by Bond • Sardinia 1984, BA 7, originally named Insurgent. Designed, built and raced by Warren Muir • Bobby getting information from Prince Harald's index finger in 1969 • Below: Cowes 2018

The work, "included building underwater sets, operating the various gadgets, doubling for, and also being killed by Mr Bond, working with/staging sharks, very large snakes, getting run over by a car underwater, free falling for 100 feet underwater wearing a suit and an overcoat and sometimes having to dye my hair."

He was the underwater double for James Bond in For Your Eyes Only, and The World Is Not Enough and thinks he is the only person in a movie to be run over by a car underwater, in The Spy Who Loved Me.

"On a more serious note, in the last 20 years I have been coproducing underwater documentaries films in 3D for the IMAX theatres, my role was/is Cameraman/Director of Photography. Over the years I have spent over 20,000 hours underwater on different film projects (there are 8,760 hours in a year)."

These films have been seen by over 11 million people worldwide to date. In 2009 he was honoured with the first Bahamian Tribute Award at the Bahamas International Film Festival.





CLASS DEVELOPMENT

As someone who has sailed 5.5 Metres for over half a century, Gavin has seen most of the changes in the class from the wooden carvel hulls through the modern boats and all the innovations along the way.

“There were a lot of new ideas in the 1980s and 1990s which meant that there were constant changes. For example, Bobby was the first person to raise the cockpit so you could get rid of water more quickly. Both ends of the cockpit had a canvas curtain held up by shock chords. When you took on a big wave the shock chord would stretch and most of the water would go into the bilge, so unlike today it was not very efficient. Also, we put about a 6 inch canvas curtain resting on the front side of the

mast and behind the jib track and attached it to the shrouds to try and keep water from getting into the cockpit. It was better than nothing but not very effective.

“We had two three-inch hand pumps so on the reaches you would push the discharge hose between the stays close to the deck and start pumping. You were also expected to fly the kite at the same time. On the heavy days you could barely lift your arms at the end of the triangle.

“Also, there were boats that could be 1-2 minutes behind the leader at the first windward mark then take out 2 minutes on the two reaches. This hasn’t happened in a long time, but it illustrates how different the designs were.

New design ideas are what the class rule encourages but it is



Group (clockwise from top left): John B crew in Pittwater 2020 • Bobby Symonette in the early days • Bobby, Gavin and Ulf Sundelin winning the Gold Cup in Hankø, 1982 • Alpen Cup 2021 with Mathias Dahlman and Lars Horn Johannessen • BAH 17, the 5.5 Bobby gave to Gavin when he could no longer sail • Bobby Symonette • Below left: Final day of Hankø 2022
 Right: Pittwater 2020 • Below right: Alpen Cup 2021



a bit of a double-edged sword. In the past, potential boat owners were put off getting into the class because they were concerned that they would soon be out designed. The class then settled down a bit with the Schmidt/Wilke designs which were/are good all-round boats and boats that were 10-15 years old could still win races. More recently the level of professionalism has greatly increased, and this is now clearly reflected in the results.

“As we all saw in Hankø last year the British came with a very different design which we were not able to hang on to in a breeze. Higher and faster. Kudos to them, but I worry that this will either turn people away or end up with people owning two boats, one for light air and one for the breeze and then look at the forecast and decide which one to take to a particular regatta. This in my view will not encourage younger people to join the class. An already somewhat elitist class will become even more so, so for sure it is a bit of a dilemma.

“Speaking of change, in Miami in 1997 was the first time a carbon fibre mast was used. It was obviously superior. Also, there is a minimum tip weight for the mast. Because of the strength of the carbon fibre they had to be over built to get to the minimum tip weight. I have heard chatter that this rule should be changed so we can have lighter softer masts. This will in effect increase the odds of breakage. Another dilemma. What do we do? There are valid points for and against going this route but if the class decides to do this there will be additional costs involved to convert and there will be a lot of good used masts collecting dust.

“I think it is obvious (as in the Star Class) that a level playing field encourages growth. The spirit of the rule for the 5.5 Metre is to innovate and change. This encourages ideas but will it get more people into the class? At the top end I think the answer is yes but I’m not sure the average sailor will take this path.

‘YOUNGER’ SAILORS?

Bringing in younger sailors is not a problem unique to the 5.5 Metre class, but is actually a growing concern right across the sport.

“That is something talked about over and over. I think the price tag is a bit steep for younger people who might otherwise be interested. There are ways to reduce costs, but I don’t think that will happen. Perhaps we should instead be focusing on people no longer sailing dinghies. I am sure that these people exist and if we can get to them, we could increase our numbers. A great example was the influx of sailors to the class in Australia, for the 2020 World Championship. I think that is the age bracket we should be looking at.

FAVOURITE VENUES

“Bahamas is a great place to sail but the logistics are challenging. Norway has always been great. It seems that the closer we are to Switzerland the more boats we get.

“Going to Porto Cervo and New York is attractive, however in 1997 we went to Biscayne Bay for the world championship. The original idea was to race in Miami late in the year and then ship the boats to Nassau and have an early worlds there in 1998 before shipping the boats back to Europe in time to race in Torbole. In Miami I think there were 12 boats. This is not an impressive number for a world championship. In the end we did not go to Nassau in 1998 as it was agreed the number of boats would probably be less. We ended up going to Cowes instead and the numbers were higher.

“We are in a similar situation today going to New York next year. The costs involved appear to be very high, though shipping

costs are beginning to come down. How many will commit? Louise Morton our class president has been doing a superb job as president reaching out to clubs and competitors alike trying to navigate the way forward.

“I believe that the regattas should be held where we can attract the most amount of boats. Usually when we go to a particular country that country will see an upswing in local participation. For example, when we went to Australia. The idea is always to build the class. We have also to bear in mind that in order to retain our ‘International Status’ we cannot race only in Europe.”

MAKING IT MORE ATTRACTIVE

“Buddy Melges was involved with the class. He built some boats and developed 5.5 Metre sails for a while. He also crewed a few times. He felt strongly that there should be no professional helmsmen allowed to helm in the class unless they genuinely owned the boat.

“We have danced around this subject for some time but I don’t think there has been a definitive agreement. There are examples where a ‘Pro’ has come to the class for a season or two and then disappeared. I honestly do not know whether this helps or hurts the class. When they go on to other classes are they promoting our class? One thing that is definite is that anyone who has driven a 5.5 Metre comes away with nothing but positive comments.”

FIFTH 5.5

“I am on boat number five now. The story is, and has been, trying to get faster.” The latest boat was built in 2019, formerly *Momo SUI 229*, and sailed in Hankø in 2022 as NOR 57, *Artemis*. “It’s now BAH 26, *John B*. The 2023 Alpen Cup in Garda will be my first time sailing it. I am planning to be in Sardinia in September as well.

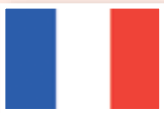
“I consider myself a weekend warrior. I try for two or three regattas per year. I don’t put in much time prior to an event other than sailing at home in other boats and trying to turn up before an event for a couple of practice days before the regatta. This was how it was done in the past but the game has definitely changed.”





The French Touch

The revival of the Metric



JEAN-BERNARD DATRY, THE PRESIDENT OF THE FRENCH ASSOCIATION, LOOKS AT FLEET ACTIVITIES DURING 2022 AND LOOKS FORWARD TO 2023. MORE INFORMATION AT THEIR WEBSITE [HTTP://FRENCH55.UNBLOG.FR](http://french55.unblog.fr)

With the provisional end of the pandemic, one might have expected a greater participation of the French 5.5 JI in the Atlantic Metric Challenge events, as the series is experiencing a new boom.

The Port Louis Metric Open brings together boats in the metric series: 8 mJI, 6 mJI and 5.5 JI. In 5.5, only five boats participated (*Enez 2*, *Korrigan*, *Auguste 1er*, *Cybèle* and *Bagheera VIII*) whereas we could have reached a minimum of 11 boats (*Twins XII*, *New Life*, *Favorita* in Classic, *Joker*, *Pan* and *Blue Jack* in Evolution) if we count the boats seen in the last few years to which could be added one to three boats from the 'Conservatoire Maritime du Havre'.

Enez C'las 2 (Modern) won, followed by *Cybèle* (Classic), *Korrigan*, *Bagheera VIII* and *Auguste 1er*. The Pierre Penther trophy (first Classic) was awarded to *Cybèle* (Classic with suspended rudder) and the Christian Hauvette trophy to *Enez C'las 2* (Modern). Using the German compensated time rule allowed *Cybèle* to win the second race, *Korrigan* to place second in races 2, 4, 5 and *Bagheera VIII* (Evolution 1985) to outdistance *Auguste 1er* (Evolution 1993) on points. This is a good rule of

thumb for comparing evolutions and classics with more modern boats.

The second leg in Bénodet (Belle Plaisance) attracted five boats, *Enez 2*, *Joker*, *Korrigan*, *Bagheera VIII* and *Enez 1*, thanks to Yann who lent his boat to crews from La Baule and Bénodet. The victory went to *Korrigan* (Classic), followed by *Enez 2* (Modern), *Bagheera VIII*, *Joker* (Evolution 1993) and *Enez 1* (Modern)

La Trinité, with four days of racing, was the second major event, with unfortunately, only two boats, with *Enez 2* winning from *Bagheera VIII*.

The NO classic was only raced by *Cybele* and *Auguste 1er*. The victory went to *Cybele*, *Auguste 1er* having been the object of a 'sea misfortune'. *Enez 2* and *Bagheera VIII* were reserved for the 'Open de France' in Cannes, the only French international regatta.

FRENCH OPEN 2022

The French Open, held during the Régates Royales de Cannes, attracted 12 boats (slightly less than last year due to two last minute Italian withdrawals), two long keel Classics, three Evolutions, and seven Moderns and six nations (BAH, POL, GER,





SUI, NED, FRA). There were beautiful conditions with a wind range of Bf 1 to 5. The victory went to *Aspire* (POL 17), with a crew totalling 2 gold medals and an Olympic bronze medal on board, followed by BAH 25, a 2022 Modern (launched on 25 August), whose crew was the 2018 World Champion in Cowes. Still a great performance from *Ali Baba* (Evolution 93), skippered by W.E. Richter, who came fifth and first Evolution (the famous Doug Peterson design). But always a pleasure to sail against, in the respect of the racing rules.

Cannes remains an attractive destination for our European friends and 5.5 JI regattas have been organised in Cannes since the 1960s. This race is classified as Category A (national championship) in the international calendar. The welcome at the YCC is always perfect as well as the organisation of the regattas: fast launch and exit (35 Dragons and 12 x 5.5 in 2 hours 30 minutes: who can beat that?), registrations on manage2sail, GPS guided windward buoys, WhatsApp group for NOR and daily weather; all arrangements that should be adopted by all our Atlantic clubs.

The winner was, as last year, Mateusz Kusznierevicz (*Aspire*, POL 17), European champion 2020, in the Modern, Eberhart Richter (*Ali Baba*, GER 84), always in the mix, first in the Evolution and fifth overall and *Alzira* (SUI 20) in the Classic. *Enez C'las 2* finished ninth and *Bagheera VIII* 10th.

Bagheera VIII (7/13 Evolution) and *Enez 2* (20/25 modern) are ranked in the 5 Nations Trophy, ranking over five European regattas. A dinner on Friday evening at the YCC brought together some of the class.

WORLD CHAMPIONSHIP

Only one French boat, *Enez 2*, took part in the world championship in Hankø, finishing 15th out of 23 competitors, which is a good performance, considering the weather conditions and the quality of the competition.

AND IN 2023

A great 2023 season is in prospect for the French fleet. But the World Championship in Porto Cervo (Sardinia) at the end of September will prevent the 5.5 from participating in the 2023 Royal Regatta and the organisation of the French Open in the Mediterranean. Three solutions were offered to the French class:

Organise the French Open in Port Louis, or in Bénodet, but with the risk of the busy international calendar, as many European regattas take place at the same time. Cannes and the YCC make the quality of the French Open, which remains one of the most followed European Opens.

Organise in La Trinité, the only date that is really compatible

1: Upwind in French Open - ©Pascale Menguy-Guittonneau · 2: Auguste 1er in Noirmoutier August 2022 ©Valérie Lanata · 3: Phérouza FRA 09 in the Odet River August 2022 ©French Fleet · 4: Korrigan in Belle Plaisance - Bénodet © Pascale Menguy-Guittonneau · 5: Presentation of the Christian Hauvette trophy to Enez C'Las 2 June 2022 ©French fleet · 6: Enez 2 in Bénodet - Métréc Challenge Stage 2 ©Pascale Menguy-Guittonneau

with the international calendar.

To find, in agreement with the international class, a date in Cannes on the way to Porto-Cervo (end of August or beginning of September) but risk of incompatibility with the already very busy international regatta calendar.

The French Association has decided to organise the French Open in Port Louis over the 2023 Pentecost weekend at the same time as the French Metric Open which also brings together the 6m and 8m. This race counts for the 5 Nations Trophy.

MOVEMENTS IN THE FLEET

The French sailor Michel Bellion has just acquired *New Life* ex *Phérouza* FRA 009, a 1956 François Camatte design, in varnished wood.

Many boats are for sale in France and abroad and there are currently potentially 20 or so boats in France that are fit to race.

PIERRE PENTHER TROPHY

Pierre Penther was an outstanding French 5.5 and 6m helmsman. The French association has commissioned four sets (from 2021 to 2024) of three bronze medals, representing *Nemesis* on the front, and on the back the association's logo and the year. This prize is given to vintage Classics. A medal is given to each crew member.

The 2022 prize was intended for Classics and was awarded at the Open de France in Port Louis, France. It can be awarded to a regatta chosen at the beginning of the season, at the discretion of the French association on the race and the type of boat. Ideally, it should be put into play when Classic vintage participation is important. The French association is relying on European participation in the French Open in 2023.

CHRISTIAN HAUVETTE TROPHY

This magnificent half-hull of *Stradivarius* (Modern 2007) was awarded to *Enez 2*, which won the 2022 Port Louis Open on corrected time and real time. The rule is that the winner has the copper plaque commemorating his or her victory engraved and placed on the half-hull. The trophy remains the property of the French Association.

COMMUNICATION

The French 5.5 JI Association has set up a Facebook page, an Instagram page and a WhatsApp group to inform its members of upcoming regattas and to mobilise crews.

CLUB BOATS

The historical base of the 5.5 in France remains Bénodet and the Yacht Club de l'Odet since 1977. The 5.5s are very well received in a tourist area. The water under the Glenan Islands is of the highest quality. The Yacht Club de l'Odet, like the Conservatoire Maritime du Havre and some European clubs, is considering the purchase of a 5.5 club yacht to allow young crews to race.

And the Yacht Club de l'Odet is naturally a candidate to organise a European Championship in 2024 or 2025.



Shaolin, one of the most attractive 5.5 Metres in the fleet. Sailed here by Cyrus Golchan, Hans Von Werdt and Andreas Kindlimann in the big waves on the final day in Hanko





Classic Lines



Alzira, GER 117, formerly, SUI 79, is one of the best looked after classic 5.5 Metres still sailing.

She was designed by Dr Willy Vollenweider and built in 1967 from carvel planked mahogany on acacia by Bootswerft Heinrich of Kreuzlingen on Lake Constance. The boat was constructed with a separate rudder and a trim tab on the keel and is perhaps the first 5.5 Metre built with a separate rudder. Photo opposite from Thun in 2022 shows the original rudder.

Formerly owned by Tobias Isler, who bought her “with a goal to win the 5.5 classic worlds” from her second owner Dr Werner Dörfler, on Lake Zurich, in 2009. “The boat was almost never used. Absolutely no cracks, damage or rotten wood. I did the entire new paint job by hand with a brush. The mast was set a little back for better balance and, of course a Favre mast, the best alu mast with rod rig and runners. I put in a strong frame from the keel up to the shrouds. I had the opportunity to sail the boat in Thun at the Herbstpreis 2022 – a dream – upwind going without any rudder pressure, well balanced.”

She has been owned by Jörg Sonntag since April 2021 and was sailed in Cannes in 2022 by Olaf Schulz, Holger Bock and Florian Hentschel and drew admiring glances from all sides. Alzira is currently sailed on the Langer See in Berlin at the WSV 1921 club.





The 123 of 5.5 Metre design

STEVE QUIGLEY AND KATE DEVEREUX FROM ONE2THREE NAVAL ARCHITECTS IN SYDNEY, AUSTRALIA, DESCRIBE THE DESIGN PROCESS FOR **GBR 41, GIRLS ON FILM.**

Peter Morton or 'Morty' as he's affectionately known is the founder of Wight Shipyard UK and a good client of One2three Naval Architects in the commercial high speed ferry arena. Together we designed (and WSC built) the successful Red Jet high speed ferries that operate daily on the Southampton to Cowes route.

We've been colleagues and mates since 2014 and in that time, we have assisted Morty in many of his maritime adventures, so when he decided to design a 5.5 Metre he asked us to provide technical support to UK designer David Hollom for what would eventually become GBR 42 the current World Champion.

Somewhere along the way in the design process Morty suggested that while we were analysing the three Hollom hull candidates against the benchmark design that we might like to "have a go" because while he intended to build new male mould and tooling for 42, he had a spare deck, keel, rudder and parts from SUI 222 so he would consider building a second hull. So, we took on the

challenge and the boat was launched as *Girls on Film* GBR 41.

We leveraged off the GBR 42 project running in parallel, with the structural engineering completed by Suzy Russell of Orca Consulting and the project managed by Andrew Palfrey. Morty's old friend from the 1980s Tom Schnackenberg analysed the CFD studies, performed in-house at One2three by Evan Spong, and confirmed the results and the VPP predictions. David Heritage and his team built the hull in Cowes. Sam Haines and Ruairidh Scott from North Sails completed the awesome team of locally based UK designers with One2three dialling it in from Australia.

After doing a rational assessment of the current champions rating certificates our target concept was directed firmly at being a good 'all-rounder' in the middle of the rule range, in terms of displacement, sail area and waterline length, so that the boat would perform well in all conditions.

DESIGN PROCESS

To start the design process, CFD analysis was run on five different hull models. The benchmark was champion *New Moon*. The other hulls tested were three designed by David Hollom, and a One2three Naval Architects hull with emphasis on softening the drag inducing hard chine knuckles and reducing wetted surface area. The analysis was performed at both lightship and sailing displacement. Identical appendages were added to the hull models to compare righting moment at different angles of heel. Heel angles 0, 10, 20, 30 degrees were run at a range of speeds, to give a matrix of data for all five hulls to analyse, and to make sure the hull performed well at all sailing angles.

The One2three hull was then refined at measurement points, the bow was stylized, and a measurement check performed to calculate sail area based on the 5.5 Metre rule.

A detailed weight estimate was performed to calculate the longitudinal and vertical centres of gravity. A trim check was completed to longitudinally position the keel and internal ballast. The hydrodynamic and aerodynamic centres of effort were





Additional photos One2three and Andrew Palfrey

Opposite: Louise Morton, Annie Lush and Hannah Diamond racing GBR 41 in Hankø in 2022 • Above left: GBR 41 on her way to winning the 2021 Alpen Cup at Torbole • Middle top: Various computer models of GBR 41 • Top right: GBR 41 in build at David Heritage in Cowes • Middle: Peter Morton and Andrew Palfrey after winning in 2021 • Lower right: Testing in Cowes • Below: First regatta at the German Open on Wannsee, Germany, in 2021

calculated to ensure good helm balance. A final faired Rhino 3D model of the hull was produced for construction purposes.

GBR 41's hull is a sandwich structured composite with a cedar core and glass skins. The hull was manufactured using a wooden construction jig, built upside down and from inner skin out. Plywood jig frames were spaced every 500 mm. Cedar core strip planks were interlocked and faired to the jig. The core was then sheathed in glass and epoxy resin and cured.

LAUNCH

GBR 41 was launched in Cowes in June 2021. It floated within 1 mm of its design draft measurement marks with minimal 25 kg of trimming ballast located above the keel. It performed well in initial trials on the Solent against GBR 40 (formerly NED 31 – a 2006 Wilke / Schmidt boat).

We were thrilled when GBR 41 won the first event she competed in, which was the Alpen Cup in Torbole, Lake Garda in October 2021 with a crew of Peter Morton, Andrew Palfrey and Ben Cornish, sailed in a variety of conditions against a quality fleet.

Once the new Hollom GBR 42 was completed, GBR 41 was helmed by Louise Morton who with an all-female crew distinguished themselves with tenth place in the 2022 Worlds in Hankø, Norway which was won by the very fast GBR 42, excelling in the uprange conditions.

Andrew Palfrey commented, "The opportunity to work GBR 41 and 42 up against each other was invaluable and formed the foundation of Morty's overall vision. GBR 41's win at her first outing on Lake Garda validated the design tools and the direction of the designs. It also gave us confidence in knowing that if 42 could match 41 during initial trials in Cowes, we were on very solid ground from a performance perspective. Apart from the basic two boat tuning and observations from the great sailors who volunteered to be involved (notably Graham Bailey, Lawrie Smith, Andy Beadsworth, Jules Salter

and Jochem Visser), we also used sensors and instrumentation put together and installed by Diverse Performance Systems. Analysing the data through the user-friendly Njord Analytics platform and conducting our own sail and rig analysis with Sail Cloud helped us a lot in getting the right conclusions efficiently."

In 2023 a new keel was designed for GBR 41, with the aim to increase righting moment in windier conditions. 300 kg of internal ballast was moved down into the new keel lead shoe, which resulted in 13 per cent more righting moment compared to the original SUI 222 keel. The keel was designed to minimize the drag increase due to the larger volume, while maximising the righting moment within the draft limit of 1.35 m. A new weight estimate was completed to longitudinally position the keel, and a trim check was performed.

The new keel and was installed in February 2023, along with a new Heol runnerless mast, and GBR 41 was remeasured. She has performed well in initial trials, confirming an improvement in sailing performance.

Louise and her crew will hopefully continue to enjoy the all-round performance of GBR 41 at the upcoming 2023 regattas as they take on the might of Morty, Dog and Co in the new GBR 43 which is the same hull shape but with an upgraded Hollom keel design and Heol rig for 2023.





SWEDISH 5.5 METRES

Sailors

Memories

JENS BUSCH AND **CHRISTINA STENBERG** TALK ABOUT THE SWEDISH SAILING FEDERATION'S EVENT '**SEGLARE MINNS'** (SAILORS MEMORIES) #50, WHICH TOOK PLACE ON 15 MARCH 2023, IN STOCKHOLM. THE TOPIC WAS ON THE INT. 5.5 METRES WITH THE FOLLOWING SPEAKERS INVITED: BERNHARD ROST, MATS NELSON, JENS BUSCH, FILIP BLOMQUIST AND CHRISTINA STENBERG. THE FINNISH SAILOR, FILIP BLOMQUIST, ALSO SHARED HIS VIEWS ABOUT THE CLASS IN FINLAND.

Jens Busch described the 5.5 Metre Swedish history. His sail racing experiences dates back to mid-1970s with S48, S59 and SWE64.

Once the 5.5 Rule was established in 1949 Sweden became one of the leading 5.5 Metre nations, both regarding designers, boat builders and sailors during the 1950s and 1960s. In the Olympics, Folke Wassén won Bronze in 1952, Lars Thörn Gold in 1956 and Silver in 1964, and the Sundelin brothers Gold in 1968. From 1961 the class got World Championship status. Sweden got Silver in 1963 (Thörn), Silver in 1969 (Sundelin), Bronze in 1969 (Nathorst) and Silver in 1983 (Busch, Frösell, Sterner).

After the last Olympics and the 1969 Worlds in Sandhamn on the east coast on Sweden, the concentration of 5.5 Metres went from the Stockholm area to the Gothenburg area on the west coast, with a highlight being the 1973 Worlds in Lysekil. All the Swedish boats were older boats (later classified as Classics) while sailors from several other countries had what we now call Evolution boats, which shows in the results.

After that the class again built up around Stockholm and in 1978 the Worlds again came to Sandhamn (means Sand Harbour). In the following years the interest in 5.5 Metres in Sweden was low, but in 1980 Jens Busch in Stockholm made an effort and bought the SWE 59 *Arunga* (ex KA 28).

There was also a Swedish fibreglass boat built in 1981 in Kungsörnen which went to the Worlds in the Bahamas, but the boat was not really ready for racing.

Busch and his crew went to Hankø/Oslo, Cannes and Bretagne to race and won a silver medal in the 1983 Worlds in Hankø. The boat was sold to Norway. There it became a wreck, now waiting for restoration by Mats Nelson in Sweden.

In 2013, after 30 year pause, Busch and his friend Ville Hofman-Bang bought an 1982 Evolution 5.5 Metre, SWE 64,

Above: Members of the Swedish Sailing Association gathered with all former and present 5.5 Metre sailors. On far right is Mats Nelson, contact person in Sweden. Next right is Christina Stenberg, and then Finnish sailor Filip Blomquist. Second from the left side, Bernhard Rost (behind) and Jens Busch.

ex BAH 11, *Pop's John B*, and started racing again, mostly in regattas in Germany but also in Norway. In 2015 at the Worlds in Nynäshamn, Sweden, there was a Swedish boat, a 1993 Doug Peterson design, built by Melges, on the starting line with Bernhard Rost at the helm. Rost won the Evolution Trophy in the Worlds, while Busch won the Evolution Cup (and broken a mast in the Worlds).

Finally, in 2016, a Modern boat was built by Leif Carlsson at his yard, the ex-Sune Carlsson boatyard. The boat is designed by Swedish designer Håkan Södergren and sailed in the Worlds in 2016 and 2017.

Apart from the Worlds, the 5.5 Metres also sail European Championship in the years when the Worlds is sailed overseas (from a European point of view).

Last but not least, we have the Scandinavian Gold Cup. The Cup was constituted in 1919 in Finland for the 40 sqm skerry cruisers, followed by the Int 6 Metre class in 1922 and the 5.5 Metres from 1953. (The 6 Meters have made several attempts to get it back during the years, but they have to settle with the World Cup.)

The Scandinavian Gold Cup has been won by Sweden six times between 1953 and 1967: 1953+1954 by Claes Turitz, in *IAN IX*, an Ohlson design, 1959 by Lars Thörn in *Rush V* (SWE 24), an Ohlson design. 1960 by Pelle Gedda in *Wasa* (SWE 28), a Laurin design, and in 1961 by Folke Wassén in *Nowa*, an Ohlson design.

Bernhard Rost, moderator at this event, is a very experienced sail racer, who was a crew member with Jens Busch during the

1970s. Bernhard bought his US built Evolution boat in 2014. According to Bernhard the fleet of the Classics are concentrated in Germany, Italy and France.

Mats Nelson, the contact person for the class in Sweden, is the current owner of three boats; two of which he has made extensive renovation work on: *Cirrus* S 46 (an Ohlson design) and *Wildcat* S 58 (a Luders design) and the third *Arunga*, ex AUS 28, is waiting to be renovated. Of the 12 to 13 boats that still exist in Sweden around three quarters are for sale.

TOP

Christina Stenberg presented TOP, The Ohlson Project, reviving the design work of her father, Einar Ohlson and her uncle Carl-Eric Ohlson. The work of the brothers forms a part of the Swedish yacht design and boat building history. Einar and Carl-Eric Ohlson were the only 5.5 Metre designers to win a medal at each Olympics. Bronze in 1952 (Sweden), Gold in 1956 (Sweden). Silver in 1960 (Denmark). Five of the boats in the 1960 Olympics were designed by the Ohlsons: Denmark, Argentina, Sweden, UK and Portugal. Silver medal in 1964 (Sweden). Six of the boats at the 1964 Olympics were designed by the Ohlson brothers: Sweden, Italy, Switzerland, UK, Denmark and the Soviet Union. Bronze in 1968 (United Kingdom).

One of the five videos that the Ohlson project team has produced focuses on the 5.5 Metre Olympic era. The video is shown on www.OhlsonYachts.com/videos. The legendary sail racer, Johan 'Jussi' Gullichsen, from Finland, was interviewed by the team in 2019 and he said, "The Ohlson brothers were quite conservative in their design work, long-keeled and rather long-hulled boats. Very accurate. If you got an Ohlson boat you knew it was going extremely fast. Now you just have to be able to sail it."

Filip Blomquist, a young Finnish sailor, began racing in International 5.5 Metre Classic events in 2017. He gave a presentation about why classic 5.5 Metres are seeing a lot of interest in Finland.



Sandhamn Regatta 1965. S33 Ran IV (ex Nova) an Ohlson design, S38 Wasa II Sundelin brothers, S24 Bagatell (ex Rush V). Photo: Curt Almgren

A key factor in the success of the 5.5 Metre sailing class in Finland is the strong sense of community and camaraderie shared by its participants. This supportive network has fostered an environment where sailors of all experience levels can thrive, engage in competitive racing events, and further develop their skills. Additionally, the growing interest in the 5.5 Metre can be attributed to the dedication and involvement of enthusiasts in building and maintaining the boats, ensuring the preservation of the beauty and legacy of the classic 5.5 Metre. As a result, the 5.5 Metre continues to expand and evolve throughout Finland.

After the presentations we discussed different aspects with the audience: Why does the 5.5 Metre still attracts the world's best sailors? How can we contribute to attract more sail racers, particularly from Sweden? Is there enough interest in Sweden to restart the Swedish 5.5 Metre association?

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Finnish classic revival continues



The Finnish all-classic fleet had a lively post-corona season in 2022. There were eight yachts actively racing during the season.

The revival of the 1950s boats is continuing as the *Gullvinge*, FIN 1, is undergoing a massive restoration by Pekko Räsänen and the *Teresita*, FIN 10, as well as *Pikapuikko*, FIN 3, are also being renovated to bring them up to racing condition. During this season the *Bloss*, FIN 2, returned to the race course with Olli Suortti at the helm.

The season started with the traditional Helsinki Regatta 1 in June. *Pohjantähti* (FIN 12, Juho Peltonen, Aarni Ahvonen, Knuutti Karsikas) won from *Trial* (FIN 4, Ville Harkke) and *Skylark* (FIN 6, Filip Blomquist, Oscar Norström, Elias Huhtala).

The season then continued with the largest wooden boat gathering in the Baltic, the Viaporin Tuoppi, with four 5.5 Metres entered, *Vis-a-vis*, *Pohjantähti*, *Aava* and *Remi*.

In the Hanko worlds the two close rivals from Turku, FIN 4 *Trial* and FIN 6 *Skylark* were the only classics. The somewhat heavy weather conditions favoured the experienced crew of the *Trial* and the classic trophies will stay at the Turku Yacht club for a year. The young crew of *Skylark* gave a good fight and are definitely a team to reckon with in the future.

The season was wrapped up with a very pleasant Brändö Seglare Fall Regatta in Helsinki where the fleet gathered to enjoy not only good racing but evening barbecues and social gatherings.

VILLE HARKKE REPORTS ON ACTIVITIES IN FINLAND DURING 2022, AND THE ONGOING REVIVAL OF WHAT IS AN ALL CLASSIC 5.5 METRE FLEET.



Figaro (FIN 43, Pekka Ervamaa, Matti Ervamaa, Ervamaa Panu) won the regatta from *Pohjantähti* FIN 12 (Juho Peltonen, Knuutti Karsikas, Adele Kotsalo and *Vis-a-Vis* (FIN 9 Ari Bungers).

As the world is hopefully normalising there will be more events in Finland year 2023, especially by the Helsinki Segelsällskap which is celebrating the club's 130 year anniversary.

Attractive regattas

Fleet reaches 88



The 2022 German season kicked off in early June with an invitation by the Flensburger Segel Club (FSC) in Glücksburg, to join the Dragons and Star boat on the Flensburg Firth for the 5.5 Metre Bronia Preis. A small fleet of four boats followed the invitation and welcomed the opportunity as a warm up to the German Open only two weeks later, hosted also by the FSC as part of the Robbe & Berking Sterling Cup.

Sharing a course together in beautiful conditions with 10 majestic 12 Metres, which can be quite a relevant factor on the downwind, we enjoyed a great event. In seven races Kristian Neergard (NOR 57), Mark Holowesko (BAH 24) and Jürg Menzi-Schmid (SUI 232) fought an even battle, and it came down to the last racing day. With two first places in the last two races Nergaard had the upper hand and was declared the International German Champion 2022, four points clear of both BAH 24 and SUI 232 in second and third. The best German boat was GER 84, Wolf-Eberhard Richter, who showed a solid performance with an overall fifth and thus won the title of the new German Champion.



New boats in the German fleet in 2022 and 2023: GER 118, GER 120, GER 121, GER 122, GER 123 & GER 125. Welcome.

Also, in June the classics gathered at the DTYC in Tutzing to race for the traditional Enoshima Trophy 2022. In almost perfect conditions in lake Starnberg's beautiful scenery, eight Italian and German boats competed for the prestigious trophy. Our Italian friends had come with five crews to bring the trophy to Italy, a mission they

FELIX CHRISTIANSEN LOOKS AT THE EXPANDING GERMAN 5.5 METRE FLEET AND THE UPCOMING EVENTS



5.5 GER 123 *Fortuna* (former SUI 195) has reached Germany and for the 2023 season 2023 will be given as a Class Boat to a team of Blankeneser Segelclub in Hamburg, for training and race participation.

accomplished with flying colours after five races. The winner of the Enoshima Trophy was Guido Tommasi (ITA 36) followed by Fabrizio Cavazza (ITA 33). Third and best German was DTYC local Christian Emmerich (GER 12). Congratulations, well done.

In 2023, the DTYC in Tutzing is to host the 5.5 Metre German Open followed directly by the Enoshima Trophy 2023 in the end of August. Both promise - yet again - to be great events, likely to attract a good fleet from all divisions. We are looking forward to seeing you all there before you are heading to the Worlds in Porto Cervo.

Earlier this year, the Robbe & Berking Sterling Cup takes place on 8-11 June 2023, where Classic Dragons, 12 Metre and 5.5 Metre will share the course in Glücksburg. The Sterling Cup is again preceded by the Bronia Preis, at the end of May. The FSC and German 5.5 Metre class have now placed a bid to host the 5.5 Metre European Championship in spring 2024 before boats are heading to Newport for the worlds.



Mighty oaks from tiny acorns grow

In 1922 the editor of the *Yachting Monthly*, Maldon Heckstall-Smith created a formula which was intended to be used to provide a rating for all sizes of boat. His dream that the formula would be used for small affordable yachts was realised when the formula was adopted to become the 5.5 Metre class rule in 1947.

The idea of the formula started with incorporating the length and sail area rule of the lightweight racer boats, with a displacement factor which encouraged a healthier form of hull and more sail area. Limits were placed seriously penalising the rating if the boat was too heavy, light, deep or had insufficient freeboard etc.

The *Yachting Monthly* magazine gave a magnificent Hundred Guinea trophy to encourage model experiments/research in yacht design, setting the 'Yachting Monthly 6 metre rule' at a scale of 2 inches to the foot to produce elegant looking model yachts with a rating of 39.37 inches, which initially produced boats with a 44-inch waterline, 37 lbs displacement and the sail area of 1850 in².

The class now known as the 'A' class created a lot of interest from European countries as well as from the USA and drove the design development to bring out the best of design, construction and racing skills for these early international competitions. Two boat testing by match racing provided an ideal platform for research, which is still relevant today. Every year ever since then, the week-long National Championship has been hotly contended with every designer searching for better speed or handling.



1925 Bill Daniels sailing his *Crusader*, winner of first YM Cup (London MYC)

ON ITS CENTENARY, **ROGER STOLLERY** LOOKS AT HOW THE 'A' CLASS DEVELOPED FROM THE SAME RULE AS THE 5.5 METRE

$$\text{Rating} = \frac{L + \sqrt{S}}{4} + \frac{L \times \sqrt{S}}{12 \times \sqrt[3]{D}}$$



Above: The 'Rule' and 1923 Admiral Turner's *Dayspring* profile lines drawing (Robert Hobbs) • Top: 2005 World Champs - Radio 'A' boats racing round leeward mark (Roger Stollery)

Several milestones were passed, like the development of the Bermudan rig, hull balance theories, the vane gear which transformed steering downwind in 1935, thanks to the Norwegian, Sam O Berge and development of non-porous sail material in the late 1930s. The effect of the vane gear allowed bigger jibs and spinnakers, so the boats got longer and heavier to balance the effect of the more powerful rigs. The advances continued into the 1950s when varnished terylene sail material, an offshoot of the electrical insulation industry along with metal masts was commonly used so that at the end of this era waterlines had stretched to 54 or 56 inches and displacement increased to similar figures.

In the 1960s the availability of good quality terylene sail material allowed better shaped sails to be made, which again gave more power to the rig and again led to longer waterline lengths up to 60 inches and displacements to 70lb and upwards, even though the sail areas were reducing proportionately. One factor that led to the end of this line of this



Yachting Monthly Cup (Martin Bandy)



1: Sam O Berge's first Vane gear that transformed steering and future developments (Robert Hobbs) • 2: 1967 Kai Ipsen's *Fascination* nearest (Unknown)
 3: 2021 50 years old *Clockwork Orange* and still winning a few races for Oliver Stollery (Roger Stollery)
 4: 1972 'A' boat National champion, John Lewis' *Peter Pym* & the Pollahn brothers, Rolf & Klaus (Roger Stollery)

development were lightweight Marblehead and 10 rater class designs with bulb keels that were dominating the results.

In the mid-1960s there were designers experimenting with taking a small penalty for the lighter displacement. In the 1967 in light to moderate winds of the Championship week three top designers sailed bulb keeled designs, and all finished in the middle of the fleet and were considered a failure. However, in the International challenge for the YM Cup that followed, the Danish designer, Kai Ipsen demonstrated the potential of the bulb keel in strong winds with his partly chined and round bilged *Fascination* to win easily.

The big milestone came with the desire to go faster downwind by sacrificing a lot of sail to achieve a narrower, lighter and more easily driven hull. Cutting one third of the normal sail area from 1,500 to 1,000 in² to achieve this seemed complete madness to many observers, but Roger Stollery was convinced by his bulb keel developments in the smaller classes that this was the way to go. His *Clockwork Orange* launched in 1971 finished a creditable 11th in the Championship week. The tall narrow mainsail was very efficient per unit area and this was enhanced by the mainsail being double luffed, which was subsequently banned, but replaced by a large GRP over-rotating wing mast.

In the 1972 Championship week, the boat finished third behind two heavyweights in light to moderate winds with the heaviest of these, John Lewis' very elegant 60 inch waterline and 74lb *Peter Pym* sailed by the Pollahn brothers. Later in 1972 the Mini Olympic regatta in Germany was raced in similar conditions on the Alster in the centre of Hamburg, where the *Clockwork Orange* excelled, particularly off the wind, to take the Gold medal

from the Pollahn brothers and the Danish champion Kai Ipsen.

Apart from this lightweight concept and bulb keel, there were many details that the traditionalists disliked, and they were banned by a meeting of the IMYRU, but several other boats out of the same mould were also grandfathered. A simple round mast with metal ring connections to the mainsail replaced the wing mast, but the compressive forestay needed for minimising the compression on the rotating wing mast was retained and has now become a standard detail on vane steered A boats. In 1976 in light airs, it won the week's championship despite its small sail area and cemented the way forward.

This was helped by designer Chris Dicks, who saw the significance of the stern bustle in making better use of the stern overhang and his boat was indeed a *Revolution*, in both name and performance with long overhangs at both ends. With the success of this concept, taking a displacement penalty became the standard method of achieving a high performance 'A' boat. Whilst 37lb was considered light 50 years ago, this is now considered in the middle of the range of displacements that have proved successful. It is quite remarkable that there are so many successful examples in the range down from 48lb to 27lb, especially under radio control.

Better materials like carbon fibre have helped to keep construction weights down, particularly in spars when it was first used in the 1980s.

It is amazing that no one in the 5.5 Metre class has studied this success, and instead continued to follow the heavy displacement concept. Hence it was easy for Dave Hollom, who had designed many top 'A' boats, to go down this route with his version of a 'big model yacht' in the 5.5 Metre class, which uses the same rating formula, with its long lightweight hull with a high stability keel and small, but very efficient high aspect ratio sails, which provides such an exciting boat to sail.

The 'A' class is celebrating its Centenary in 2023 so there is a marvellous opportunity for those interested in the design of 5.5 Metres to come and have look at and ask what the current model yacht designers are doing. All the designers mentioned were self-taught, have no naval architecture qualifications and have learnt by many years of hands-on experiments in different classes.

The Centenary celebrations take place during the first week of August at Gosport Model Yacht Club from Saturday, 29 July until the following Friday. It will start with a display of beautifully and lovingly maintained Vintage 'A' boats adjacent to the clubhouse, with some sailing on the adjacent Cockle Pond in Walpole Park, which is a public park. There follows six days of highly competitive free sailing where the models will be steered by vane gears, match race in pairs and use spinnakers on the run.

On Wednesday, 2 August there will be a separate knockout competition for the Yachting Monthly Cup celebrating that Centenary. There will be a separate Centenary celebration for radio controlled 'A' boats, again at Gosport from 30 September to Sunday 1 October. Radio 'A' boats will be sailing without spinnakers around marks of the course, under the Racing Rules of Sailing.

Further information is available from publicityofficer@gosportmybc.club.



1: 1977 *Clockwork Orange* at speed downwind (Unknown)
 2: 2009 National Championship winner, Roger Stollery's *Shunt* (Brian Anderson) • 3: Jon Simpson's *M'aidez* leading Dave Hollom's *Sir Ivor* at Fleetwood (Martin Bandy) • 4: *Blue Note* under pressure, but under control

2023 Racing 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 5 NATIONS CUP EVENTS ARE SELECTED. FOR LATEST UPDATES AND LINKS PLEASE SEE: [HTTPS://5.5CLASS.ORG/REGATTAS/CALENDAR](https://5.5class.org/regattas/calendar)

2023 CHAMPIONSHIPS

20-23 September Scandinavian Gold Cup
 24-29 September World Championship
 YCCS, Costa Smeralda, Porto Cervo, Sardinia.

CATEGORY A EVENTS

26-28 February Australian Championship, Newport, AUS
 27-29 April Alpen Cup, Torbole, ITA (5-Nations 1)
 26-29 May Open de France, FRA (5-Nations 2)
 3-4 June, Italian Open, Como, ITA
 9-11 June R & B Sterling Cup, Glücksburg, GER
 22-25 June NA Spring Regatta, Midland Bay, CAN
 23-25 June Salzkammergutpreis, AUT (5-Nations 3)
 19-20 August Swiss Open, Grandson, SUI (5-Nations 4)
 21-25 August NA Fall Regatta, Midland Bay, CAN
 25-27 August German Open, Tutzing, GER (5-Nations 5)
 14-15 October Herbstpreis, Thun, SUI



CATEGORY B EVENTS

3-5 March St. Johann i. Pongau, AUT
 31 Mar-2 Apr Genoa Sailing Week, YCI, ITA
 7-8 April Osterregatta, Thun, SUI
 6-7 May Volpina Trophy, Cerro di Laveno, L. Maggiore, ITA
 11-12 May Coupe de Rolle, Lake Geneva, Rolle (SNR)
 13-14 May Coupe de la Harpe, Lake Geneva, Rolle (SNR)
 27-29 May Int. Whitsun Open, Rapperswil, Lake Zürich, SUI
 27-29 May Bronia Preis, Glücksburg, FSC, GER
 23-25 June RDV de la Belle Plaisance, Benodet, FRA
 2 July Berlin Klassik / VVSaW, Wannsee, Berlin, GER
 7-9 July Berliner Bar 5.5mR & 6mR, Berlin, GER
 14-16 July Trinité sur mer: Metric Challenge, FRA
 29-31 July Noirmoutier island: Metric Challenge, FRA
 17-18 August Joran Cup, Grandson, Lake Neuchâtel, SUI
 28-30 August Enoshima Trophy, DTYC, Tutzing, GER
 7-8 Octobe Sünnschien Preis, NRW, Hamburg Alster, GER



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