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The Official Magazine of the International 5.5 Metre Class



**FABULOUS PORTO CERVO
SUSANNE STRUTH INTERVIEW
ROBIN AISHER REMEMBERED
THE CARACOLE STORY
JUSSI GULLICHSEN
TECH TALK WITH CHRISTOPH BURGER**

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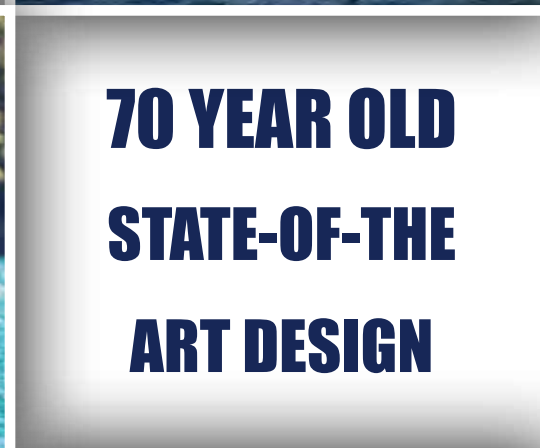
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Three years after winning the 2020 European Championship in Sanremo, *Aspire* with Mateusz Kusznierevicz, Przemysław Gacek and Edward Wright won the 2023 World Championship in Porto Cervo, in one of the closest finishes in decades. This boat also won the 2018 World Championship as *New Moon*.



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Foreword

Dear 5.5 Class Members and Friends

I hope you enjoy reading this latest edition of the **International 5.5 Metre magazine, kindly put together by Robert Deaves.**

2023 culminated with a tremendous World Championship held at the Yacht Club Costa Smeralda in September. It was a fabulous opportunity to travel to Sardinia and enjoy some late summer weather, good conditions and a very well-run regatta. I was so pleased to see such a good turnout and I believe everyone had a good time. As usual there was a hard working team of people making it happen but I would also like to take this opportunity to thank Fabrizio Cavazza, Italian 5.5 President, for all his help.

Edoardo Recchi, the Segretario Generale of the YCCS wrote to me afterwards:

'We did enjoy the spirit of sportsmanship and camaraderie of the 5.5 Class. It has been a pleasure to work with all of you at sea and ashore and to share the unique atmosphere during the two weeks of racing.'

'Your stating that we have contributed to rejuvenating the Class makes us even more satisfied because we believe that the

Class deserves the best because it is a unique and outstanding group of Owners and Crews.'

I agree! We do have a very unique atmosphere in the Class which should be bottled and sold to other classes. Our dock parties organised by different countries after racing each afternoon are a fabulous way to get together with some tremendous efforts from the owners and their wives to make their particular evening unique. Stand out memories include – freshly cooked raclette from Switzerland, Ouzo and olives from Greece, Fosters Lager and echidna from Australia, beautiful Parmesan and cured meats from Italy and fried food from the Bahamas. Even the Pimms went down well.

We had a good AGM and have voted to have the World Championship in the wonderful towns of Benodet in Brittany, France, in 2024 and Sopot, Poland, in 2025. Two more occasions to look forward to and plan for. I look forward to being able to recreate our unique atmosphere in these very different venues.

However, in the meantime, enjoy your boats and fair winds and good sailing for 2024.

Louise Morton
International President of the 5.5 Metre Class



The Jean Genie wins

Scandinavian Gold Cup

THE 2023 SCANDINAVIAN GOLD CUP, CLASS CUPS AND WORLD CHAMPIONSHIP WAS HOSTED BY YACHT CLUB COSTA SMERALDA, SARDINIA. THE NEW *JEAN GENIE* WON THE SCANDINAVIAN GOLD CUP OVER A FOUR DAY SERIES

It was with great anticipation that the 5.5 Metre fleet headed back to the Yacht Club Costa Smeralda, in Porto Cervo, Sardinia, for the 2023 Scandinavian Gold Cup, Class Cups and World Championships held over 10 days from 20-29 September.

The events attracted the largest fleets the class has seen for many years, including many sailing the events for the first time. Nine boats entered for the one boat per country Scandinavian Gold Cup, while an impressive 34 boats entered for the world championship, including six classic boats.

The entry list for the Scandinavian Gold Cup was one of the strongest in years with multiple winner *Artemis* (NOR 57, Kristian Nergaard, Johan Barne, Trond Solli Seather) up against *Aspire* (POL 17 Mateusz Kusznierevich, Przemyslaw Gacek Edward

Wright), *New Moon III* (BAH 25 Mark Holowesko, Christoph Burger Peter Vlasov) and the defenders *The Jean Genie* (GBR 43 Peter Morton, Andrew Palfrey, Ruairadh Scott), though only Palfrey was present from the team that won in 2022, in Hankø.

In the Scandinavian Gold Cup only race wins count. The unique format involves all non-race winners excluded after the third race, so the event can be over in three races, or take seven races. It is very hard to win.

The wind also proved to be as challenging as the racing, with only one race possible on each of the first two days, and the third day blown off with the wind well over 25 knots.

Day 1, Mark Holowesko, *"We just wanted to concentrate on the boat speed. We went to the left side of the course and were first at the top mark. Then we made a lot of mistakes and obviously we lost the lead, but we did a great job going downwind. Today was all about trying to find the wind, and we did a good job today finding the wind, keeping our boat speed, keeping the momentum of the boat and we made a lot of good progress downwind."*



Day 1, John Bacon, “Today there wasn’t much wind, but it was beautiful. We had a pretty tough start in the first race, but we had a very good run and a very good performance upwind in these conditions. Then the race was abandoned. At that time we were probably the only upset crew on the course, but we got it. There was almost no wind and a 90 degrees wind shift, so it was impossible not to cancel the race. In the second race we had a much better start and we just had a massive six leg battle with *New Moon III* and in the end they prevailed. We are going really well, and are incredibly happy about the boat’s performance, particularly in light air today. We are disappointed we didn’t get a bullet, that is what we are here for, but congratulations to *New Moon III*. They sailed really well, it was amazing battle on the field.”



The first day turned into a fascinating tussle of light wind tactics, keeping out of trouble and looking for breeze. *Ku-Ring-Gai III* (AUS 66, John Bacon, James Mayjor, Terry Wetton) perhaps spent the most time in the lead but were stumped twice in a row. They led the opening race until halfway up the final beat when the wind died and shifted, and it was abandoned.

In the resail with the wind now more westerly, *New Moon III* (BAH 25, Mark Holowesko, Christoph Burger, Peter Vlasov) favoured the left and had a nice lead at the top but let *Ku-Ring-Gai III* escape on the second upwind and then trailed the Australians for the next two legs. Then the wind had started to die again and it was a tortuous final lap. *Ku-Ring-Gai III* and *New Moon III* split gybes on the final downwind and they only came back together 100 metres from the finish line.

New Moon III crossed just in front and crossed the finish line first to win the opening race by no more than two boatlengths.



Day 2 Andrew Mills, “We went out this morning with a little bit of light winds to start, but then a nice breeze filled in, probably around 10-14 knots, coming from west. We had a good start with *Girls on Film*, we had good speed, rounded the first mark with a fairly comfortable lead. The next leg was relatively straightforward sailing. We tried to maintain our lead but towards the end of the second run, the wind started to really shut down. It was a good decision by the race officer to cancel the race because it was turning into a bit of a lottery. So, yeah, unfortunately, it was cancelled, but we’re happy with our performance. The second race was a little bit trickier with a shift over to the east, but we managed it well with good tactics. It was a good day for us, and we learned a lot.”



THE JEAN GENIE showed her legs on the second day to win the second race after another challenging day on the water, with again only one race completed.

Race 2 began in a 10-12 knot north-westerly that promised a good race. *The Jean Genie* won the boat end and immediately tacked out on port. When they crossed back into the fleet they were ahead of the right but the left side came in with *Girls on Film* (GBR 41, Louise Morton, Andrew Mills, Sam Haines) leading round from *New Moon III* and *Ku-Ring-Gai III*. *Girls on Film* extended downwind with *The Jean Genie* up to second and then they both extended on the fleet on the second beat. *The Jean Genie* was catching *Girls on Film* as they reached the gate but then the race was abandoned as the wind died and flipped 180 degrees.

After a long wait, with the breeze coming from all directions, it finally stabilised and came in at 15-18 knots from the north-west again. These were perfect conditions for *The Jean Genie* and they led out of the pin and never looked back, leading at every mark and winning by more than two minutes. *Aspire* (POL 17, Mateusz Kusznierevicz, Przemyslaw Gacek Edward Wright) were chasing hard and sailed well but couldn’t match the English boat.

Adverse weather was forecast for Saturday, with the racing brought forward to 10.00, but in the end it was already blowing 25 knots by the time the boats launched, so they were called back and racing was later abandoned for the day.

THE FINAL DAY delivered far more than was promised, *The Jean Genie* won both final races in fantastic conditions with sunny skies and winds of 10-14 knots.

The fleet was sent out early on Sunday for an 09.30 start. The forecast was not promising, but the wind remained in place for

Day 2, Peter Morton, *“The westerly wind came in at around 16-18 knots, which was almost perfect sailing conditions. The water was warm, and the breeze was reasonably steady. There were a few shifts on the left side at the start, and in the second beat, it shifted to the right. Overall, it was a good race. There were some good battles out there today. Our boat is a bit different from the others. Once we get setup on the side, we feel pretty comfortable. Upwind and downwind, we’re a bit more compact than the other boats, with slightly less sail area. But I think when the breeze reaches around 15 knots, our sail area deficit is offset by the lighter boat and the longer waterline length.”*



both races. While some opted not to sail to save themselves for the upcoming world championship, four boats set out to settle the score and try to win the elusive trophy.

The Jean Genie won the opening race of the day. After winning the pin, they played the left and rounded first and led round the entire race. This meant the finals went down to just two boats, **The Jean Genie** and **New Moon III**, in what turned out to be done in one more race. Boat boats engaged in the pre-start and started a fascinating tacking duel up the first beat. But **The Jean Genie** had the early advantage and extended on each leg to win by about 50 seconds. In the end, they led at every mark of both races for a decisive victory.

It was a sweet moment for Peter Morton, in 2022, he had been unable to sail in his newly built Dave Hollom designed boat, pulling

out at the last minute, but sending his crew to Hankø where they also won after four races. In 2023 he came back with another new Hollom boat of the same design, and proved quick in anything over 10-12 knots. So, after never being won by a British boat before 2022, the Scandinavian Gold Cup went back to the UK for a second successive year.

“Winning today feels fantastic. You know, it’s an extraordinary event with its unique requirement to secure three race victories while seconds and thirds don’t count. It’s great to have won the last three races, making it a relatively short day as the World Championship begins tomorrow. In the three races we won, we never had a boat in front of us, so our boat performed really well, especially when there was 10-12 knots of breeze.”

Day 4, Ruairidh Scott, *“We had a bit of a match race before the [final] start, with the Bahamas team initially leading us back to the pin. However, we managed to position ourselves to windward and get a good start, giving us a slight lead. There were plenty of tacks during the race, maybe around 20 in the first beat and a similar number in the early part of the second beat. Once we extended our lead on the third beat, we didn’t need to tack as much. Our main concern was the wind dropping below 8-9 knots, as the Swiss boat could become more competitive in those conditions. Luckily, we secured the victory early in the day. I’m very impressed with our team’s performance today. Morty’s sailing was incredibly precise, and he remained composed throughout the races. We had discussions on board about how to handle a potential match race scenario, and we were initially prepared to take a passive approach. However, the other team engaged us, possibly trying to gain an advantage off the start line. We managed to turn the situation around and take control of the start in the last two to three minutes. Overall, it was excellent teamwork, and everyone maintained a calm attitude despite the challenging and shifting conditions throughout the day.”*



Joker

Classic and Evolution Cups

Two boats took part in the Hankø Evolution Cup, with **Joker** (FRA 50, Adrien Polailon, Eric Polailon, Jean-Baptiste Polailon) taking the overall win, with four race wins from four races. In the Royal Kaag Classic Cup, **Cibele** (ITA 72, Fabrizio Cavazza, Vittorio Zaoli, Duccio Colombi) took straight wins in the three-boat fleet.



Cibele



Scandinavian Gold Cup

1	<i>The Jean Genie</i> (GBR 43, Peter Morton, Andrew Palfrey, Ruairadh Scott)	ret	1	1	1
	<i>New Moon III</i> (BAH 25, Mark Holowesko, Christoph Burger, Peter Vlasov)	1	8	2	2
	<i>Aspire</i> (POL 17, Mateusz Kuszniereicz, Przemysław Gacek, Edward Wright)	dnf	2	3	dnc
	<i>Ku-Ring-Gai III</i> (AUS 66, John Bacon, James Major, Terry Wetton)	2	4	4	dnc
	<i>5billy5</i> (ITA 79, Maria Cristina Rapisardi, Marco Bonzanigo, Giovanni Arrivabene)	5	ret	dnc	dnc
	<i>Artemis</i> (NOR 57, Kristian Nergaard, Johan Barne, Trond Solli Seather)	4	3	dnc	dnc
	<i>Girls on Film</i> (GBR 41, Louise Morton, Andrew Mills, Sam Haines)	3	6	dnc	dnc
	<i>Melx III</i> (GRE 5, Stavros Papagiannopoulos, Yannis Mitakis, Pavlos Kagialis)	6	7	dnc	dnc
	<i>Shaolin</i> (SUI 22,6 Philippe Dürr, Andreas Kindlimann, Hans Von Werdt)	7	5	dnc	dnc

Hanko Evolution Cup

1	<i>Joker</i> (FRA 50, Adrien Polaillon, Eric Polaillon, Jean-Baptiste Polaillon)	1	1	1	1	4
2	<i>Bagheera VII</i> (FRA 43, Jean-Bernard Detry, Alexandre Desaubliaux, Florence Piriou)	2	2	2	2	8

Royal Kaag Classic Cup

1	<i>Cibele</i> (ITA 72, Fabrizio Cavazza, Vittorio Zaoli, Duccio Colombi)	1	ret	1	1	7
2	<i>Manuela V</i> (ITA 36, Guido Tommasi, Andrea Rachelli, Filippo Togni)	2	ret	2	2	10
3	<i>Rabicano</i> (ITA 55, Vittorio Pozzo, Guido Fralciola, Enzo Marolli)	ret	ret	ret	dnc	16



Aspire lift world title

in fabulous Porto Cervo

THE 2023 WORLD CHAMPIONSHIP AT YACHT CLUB COSTA SMERELDA, IN PORTO CERVO, SARDINIA TURNED INTO AN EPIC BATTLE BETWEEN **ASPIRE** AND **ARTEMIS**. AFTER NINE RACES IT CAME DOWN TO THE FINAL 200 METRES ON THE FINAL RUN OF THE FINAL RACE. **ASPIRE** DID JUST ENOUGH TO WIN FOR THE FIRST TIME BY JUST ONE POINT.

The 2023 World Championship in Porto Cervo was not only the largest event for many years, but also the most competitive. 34 teams from 10 nations would challenge for the world title.

Throughout the fleet there were many returning champions and new names and it set up to be an enthralling competition in a fantastic setting. It was the second time the championship had been sailed in Porto Cervo, after previously being held there in 1984. At the opening ceremony there was a special tribute to three sailors who sailed in 1984 and were back again, notably Gavin McKinney, Bob Stoddard and the winner in 1984, Philippe Durr, who was back again at the helm of *Shaolin*, SUI 226.

As well as 23 Moderns, the fleet also included six Classic 5.5 Metres racing for The Quail Trophy and five Evolutions, racing for The Frank Tolhurst Perpetual Trophy. And for the first time, to encourage more women to helm a 5.5 Metre at the world championship, there was a new trophy for the first female helm.

THE JEAN GENIE LEADS AFTER EPIC FIRST DAY

The opening day brought some fantastic conditions with moderate winds, 25 degrees, sunshine, blue skies, big waves and

a lot of surfing. It doesn't get much better. There were 5.5 Metres taking to the air everywhere.

After winning the Scandinavian Gold Cup the previous day, **The Jean Genie** showed the fleet a clean pair of heels and won both races in style.

Aspire ended the day in second overnight with **Artemis** (NOR 57, Kristian Nergaard, Johan Barne, Trond Solli-Saether) in third.

In the first race, **Aspire** had the better of the first upwind, matching **The Jean Genie** for speed and rounding the top mark 2-3 boatlengths ahead, with **Artemis** in third. They were neck and neck down the run but then chose opposite gates and this gave **The Jean Genie** a break, which they capitalised on to move in front and then extend on the final downwind. **Aspire** crossed second with **Artemis** in third.

The Jean Genie again got a great start in Race 2 and was soon extending on the fleet. This time she was never headed and sailed away for a big win, with great downwind speed in the awkward waves. **Aspire** was again second, but there was a big tussle between the Norwegians for third with **Otto** (NOR 69, Bent Christian Wilhelmsen, Lasse Berthelsen, Herve Cunningham) eventually crossing third from **Artemis**. **Otto**, of course, is the

Day 1, Andrew Palfrey: "It was a really tough day, actually. The sea state was forecasted to be twice as big as yesterday, and even yesterday was quite challenging. And it proved to be correct. So, the waves played a significant role in today's performance. Our day started well with two very nice starts, which made life a lot easier. The boat was performing well, but it was still a challenging day. I think everyone had moments of excellent performance today, as well as some not-so-good moments. We certainly found ourselves in that category. However, when our performance was good enough, we felt confident downwind. The team was really sailing well together, with excellent communication and solid decision-making, which stemmed from effective communication. So, overall, it was a good day."



Day 1, Kristian Nergaard: “We were quite pleased with how the day went. It was a beautiful day in Sardinia, with winds around 14 to 16 knots, more or less. We had a challenging start in the first race. We managed to free ourselves up and started working on the shifts. It was quite shifty out there, with shifts of up to about 20 degrees. We played those shifts right and found ourselves third around the top mark in the first race. We did well downwind, surfing the waves. In the second race, we had a decent start on the left side of the line but had to navigate our way through the fleet by playing the shifts. Coming up the second upwind leg in the second race, we were once again playing the shifts well and were ahead of some of the boats, but they were simply faster than us. They had a longer waterline and did a good job catching up, so we ended up in fourth place. All in all, we’re quite happy with a third and a fourth today.”



original *The Jean Genie*, Morton’s old boat that won the world championship in 2022.

In the Evolution fleet, the beautiful *Criollo* (GER 30, Andreas Christiansen, Felix Christiansen, Moritz Christiansen) was in 21st overall, from *Joker* in 24th, while the first Classic boat was *Cibele* in 22nd.

ASPIRE SEIZE LEAD ON SECOND DAY

The second day was a day of two halves with a moderate 10-13 knots for the first race and a dying 6-7 knots in the second dropping to 4-5 knots by the end. *Aspire* took the lead after four races while *The Jean Genie* dropped to second and *Artemis* remained third.

Girls On Film (GBR 41, Louise Morton, Andrew Mills, Sam Haines) dominated Race 3 leading at every mark for a comfortable win. They went left after a bad start and benefitted from more pressure and a better angle. *Shaolin* (SUI 226, Philippe Dürr, Andreas Kindlimann, Hans Von Werdth) and *Forza Del Destino* (SUI 211, George Prapopoulos, Simon Pfändler, Gil Pfändler) rounded second and third. *Ali Baba* (SUI 224, Flavio Marazzi, Julie Marazzi, Eline Marazzi) were not far behind and eventually moved up to second at the finish ahead of *Forza Del Destino*.

For the second race, the wind was already decreasing, and it was a painfully slow race. *John B* (BAH 26, Gavin McKinney,

Mathias Dahlman, Lars Horn Johannessen) led around the top mark, and down the run, but on the second upwind, things got tricky. Swiss champions *Caracole* (SUI 214, Bernard Haissly, Daniel Stampfli, Nicolas Berthoud) rounded about fifth and moved through the fleet every leg to take the lead at the second top mark and lead down to the finish. *Aspire* sailed the downwinds well to take second with *New Moon III* in third.

In the Evolution fleet, *Criollo* maintained her lead in 22nd, while the first Classic boat remained *Cibele* in 24th.

ARTEMIS FIGHT BACK

Artemis put in the best performance on the third day to pull back to within three points of event leaders *Aspire*. *John B* moved up the third after winning the last race of the day.

Despite the earlier start at 11.00 to make the best of the forecast, Wednesday produced light and shifty conditions of no more than 5-8 knots that challenged everyone and brought a lot of different boats to the front of the fleet. It was a tough day and many decisions had big consequences as the fleet navigated the tricky wind.

In Race 5, *Marie-Françoise XXII* (SUI 232, Jürg Menzi, Lionel Rupp, Christof Wilke) rounded first and sailed away to a comfortable win. Behind them, *Beta Crucis* (AUS 63, Bob Stoddard, Martin Cross, Simon Reffold) rounded second with *Artemis* in third, and *Caracole* also in the mix. As they



Day 2, Mateusz Kusznierevicz, “Sailing in Porto Cervo has certainly presented its challenges. We always have a plan for the first beat after the start, but here, you really have to sense what the wind will do. The conditions are made trickier by the significant waves, which persisted even when the wind was lighter today. The 5.5 boat is fantastic, and I absolutely love sailing it. However, it’s crucial to work as a cohesive team; it can’t be just one person’s effort. I’m genuinely pleased with how Ed and Czemek (Przemyslaw) performed today. I’ve stressed to my team that it’s going to be a long week. The weather forecast for the upcoming days suggests it won’t be easy. We can expect varying wind conditions, sometimes even light winds. There are plenty of exceptional sailors here who are fully capable of winning races. So, we’re staying focused, aiming to enjoy the experience, and in the end, we’ll see where we stand.”

Day 2, Louise Morton, “It was a fantastic day of racing. We had a clear plan going into it, but unfortunately, we got off to a rough start and had to duck a few boats on port after the initial start. However, we decided to head towards the right side of the course, where we found better wind pressure, and it paid off. It was incredibly thrilling, even though I wasn’t allowed to glance around much. I kept asking, “Are we still in the lead?” So overall, it was a great experience, and I’m thrilled with our performance. Winning a race in a world championship is a first for me, and I’m absolutely ecstatic about it.”



Day 2, Julie Marazzi, *“The 5.5 is an incredibly cool boat to sail and sailing with your family is always a fantastic experience. It allows us to spend quality time together and build a strong sense of trust and mutual respect. It’s funny because when we were kids, we used to say, ‘Dad’s a sailor,’ but we didn’t fully grasp what that meant until we started sailing ourselves. We’ve developed a deep respect for his profession and what he does. Additionally, the location here is stunning, and sailing in Porto Cervo is a lot more enjoyable than back home in Switzerland at Thunersee. It’s a bit wilder here with more waves and, usually, more wind. Although today’s conditions weren’t as windy as we’d hoped for, the first race was still amazing.”*



Day 3, Gavin McKinney, *“The first 10 minutes of the race set the tone, and whether you’re a slow or fast boat matters. If a slow boat gets in front, faster boats may catch up, but if a fast boat positions itself well, it becomes challenging to be overtaken. Two days ago, a faster boat passed us when we were in front. Today, we had good pressure, played some shifts well, and that seemed to work in our favour. It’s crucial to secure a decent lane at the start and then position yourself on the right side. It’s a bit like rolling the dice, and consistency pays off. We’re pleased, especially considering we were almost late for the start today. We managed to get out there, and we used our light gear, which was a bit of a gamble, but it turned out okay. It was the first time we’ve used it.”*

Day 4, John Bacon, *“What fantastic news to be in third place overall. The first race today was incredible for us. We hit the water keeping in mind the words of our coach: he told us today would be our day. We sailed without mistakes, with excellent trim, and managed to bring home the best result of the entire week. We are happy to be here in Porto Cervo, representing our club and our country, sailing in a fantastic fleet.”*



ASPIRE AND ARTEMIS SLUG IT OUT FOR WORLD TITLE

Thursday brought light and occasionally moderate winds for a great day of racing in Porto Cervo. Many of the top 10 recorded some high scores, which opened the gap for the top two boats. However *Aspire* and *Artemis* extended on the fleet with a race win apiece on the penultimate day of the Championship, while *Ku-Ring-Gai III* moved up to third.

Several boats were over the line at the start of Race 7, which left them playing catch up. The first race started with a Mistral wind of 8-9 knots. The front runners from the start were *The Jean Genie*, *Aspire* and *Ku Ring Gai III* rounding the first windward mark in that order, very close to each other.

Aspire and *Ku-Ring-Gai III* used the downwind pressure well, both passing *The Jean Genie* and from that point onward, they led the race, with *Aspire* crossing first ahead of *Ku-Ring-Gai III*. *Jean Genie* managed to secure third on the last downwind leg, passing *Artemis*.

In the next race, *Artemis*, did everything right to lead upwind and round the top mark, and while constantly challenged, maintained the lead to win the race. It was a close very race with

approached the finish, *Artemis* just had enough legs to cross in front of *Beta Crucis* to take second.

The breeze looked like it might increase for the second race but in fact dropped to 5-6 knots. This time, *Isla* (GBR 40, Stephen Quigley, William Finlay, Tom Quigley) rounded first from *John B* and *Melx III* (GRE 5, Stavros Papagiannopoulos, Panagiotis Kamouridis, Pavlos Kagialis). At the gate *Ku-Ring-Gai III* was just ahead of *John B* with the Greeks still in third. It all changed on the second beat with *John B* making a break and leading down to the finish from *Artemis* and *Ku-Ring-Gai III*.

Both *Artemis* and *John B* put in impressive performances in very tough conditions. With the discard now in after six races, *Aspire*'s lead had narrowed to three points over *Artemis*, after they scored two amazing second places, while *John B* was nine points back in third. Four races remained and with conditions not forecast to improve, it looked like it would go right down to the wire.

Day 3, Stavros Papagiannopoulos, *“We truly appreciate the class and the races, and the race committee does an excellent job. The weather has been very pleasant, and today’s conditions were particularly accommodating for us, resulting in a much better performance compared to previous days. In the second race, we fared quite well, relatively speaking. The initial part of the race was solid, and we managed the downwind section effectively. However, we encountered some challenges in the second part, leading to a bit of a setback and we ended up in 11th position.”*





the wind sometimes increasing to about 12 knots. The battle behind included *The Jean Genie*, *Girls on Film* and *Aspire*.

However, *Artemis* was flawless, staying focused despite the narrow margins. *Aspire* also sailed well, passing *The Jean Genie* at the second windward mark and challenging *Girls on Film* for second. However, the British team crossed second with *Aspire* in third.

Overall, *Aspire* maintained their lead on 19 points, followed by *Artemis* in second place with 23. *Ku-Ring-Gai III* moved up to third. Behind them, the points were really close with just ten points between the next six boats.

ASPIRE LIFT 5.5 METRE WORLD TITLE

Aspire won the 2023 5.5 Metre World Championship at the Yacht Club Costa Smeralda, Porto Cervo, Sardinia, after a tense final day on the water in light winds with just one race possible. They overcame a massive challenge from *Artemis* who ended up just one point behind, while Race 9 winners *Ku-Ring-Gai III* protected their third overall.

The first attempt at a race was abandoned half way up the first beat when the wind died, and the fleet sat around on a

mirror like sea watching the dolphins play for an hour. Then, just when everyone expected racing to be called off for the day a light sea breeze came in and built to 5-8 knots and so one more race was possible before the time limit of 15.00.

In the end it was an excellent race and a fitting finale to the week of fantastic competition. But it was a stressful and tense final race, that led to *Aspire* having to play catch up more than once as *Artemis* kept getting away. With only one race possible, the title would be going to Poland or Norway

Artemis and *Aspire* engaged in some pre-start manoeuvres, but it was *Artemis* who got to the line first and never looked back. While they rounded the top mark in second, just behind *Ku-Ring-Gai III*, *Aspire* was back in ninth with a lot of work to do.

Fast downwind, *Aspire* was up to fourth at the gate so the title looked secure, but then they split with *Artemis* on the second upwind and lost three places. The tension on the boat was palpable, but they settled down and passed enough boats on the final downwind to just take the overall lead a few 100 metres from the finish and cross in fifth to win the title by just one point.

Ku-Ring-Gai III led at every mark to take a well-deserved bullet and secure third overall, while *New Moon III* sailed a great race to cross third to end a tough week for them

For *Aspire*, this was their first attempt at the world title and also marked the first ever 5.5 Metre title won by a Polish team.



Day 4, Fabrizio Cavazza, President of the Italian 5.5 Metre Class, "We find ourselves in a stunning location, with fantastic weather characterized by sun and wind, and we have been warmly welcomed by the Yacht Club Costa Smeralda. In short, it's been a fantastic week, and we are having a great time. The 5.5 Class comprises three different types of hulls: Modern, Evolution, and Classic. I own a classic boat, and it's significant that, after many years, the World Championship is taking place in Italy and has gathered virtually the entire Italian Classic fleet, eight boats out of ten."

Day 5, Ed Wright, "It was an awesome regatta, really. Porto Cervo is an incredible venue with some really good winds, offering a mixture of sailing conditions – wavy, flat, windy, light, medium, testing every sort of angle of sailing technicality. Being a member of *Aspire* was fantastic, and I'm happy to have won the world championship. It was stressful along the way with our ups and downs, but in the end, we came out on top."



Winning major titles, and Olympic medals, is no stranger to Kuznierewicz but he was genuinely delighted, and relieved, to have taken home this title this week.

"It's an amazing feeling to be the world champions in the 5.5 Metre class. We enjoyed it so much. Actually, I must say, it was tough. We had to put a lot of energy into it. We built up for a couple of days after arriving here, and every day we were striving



Day 5, Przemyslaw Gacek, We really enjoyed our time here. It is my first title ever, so I'm super excited. It's been an amazing few days in Porto Cervo, a great venue for sailing with different angles and conditions. Today was a surprise because after the first race, it calmed down, and we thought we were going back. Then they let us go for the last race, which was just unbelievable. We pretty much, let's say, defended the championship in the last two, three hundred meters. An amazing time. Also, big congratulations to Mateusz, our incredible skipper, and to Ed, who, after becoming the World Champion in Finn, secured his second World Championship this year. We are proud to have him as a team member."

to improve. I believe this dedication was the key to our success – to never give up, to be better every day. We delivered. Just one point ahead of Artemis. Congratulations to them. Also, a shoutout to the Australian team led by John Bacon. The entire fleet was fantastic, and we truly enjoyed Porto Cervo and Yacht Club Costa Smeralda. Thank you very much."



Letter to the class from the Commodore of Yacht Club Costa Smeralda

2023 WORLD CHAMPIONSHIP • PORTO CERVO


1	Aspire	(POL 17, Mateusz Kuznierewicz, Przemyslaw Gacek, Edward Wright)	2	2	4	2	(8)	5	1	3	5	24
2	Artemis	(NOR 57, Kristian Nergaard, Johan Barne, Trond Solli-Saether)	3	4	(7)	7	2	2	4	1	2	25
3	Ku-Ring-Gai III	(AUS 66, John Bacon, James Mayjor, Terry Wetton)	4	8	6	(11)	10	3	2	8	1	42
4	John B	(BAH 26, Gavin McKinney, Mathias Dahlman, Lars Horn Johannessen)	5	5	(13)	5	11	1	7	9	4	47
5	New Moon III	(BAH 25, Mark Holowesko, Christoph Burger, Peter Vlasov)	8	6	8	3	9	7	(13)	5	3	49
6	Girls On Film	(GBR 41, Louise Morton, Andrew Mills, Sam Haines)	6	9	1	16	5	10	(18)	2	6	55
7	The Jean Genie	(GBR 43, Peter Morton, Andrew Palfrey, Ruairadh Scott)	1	1	9	8	(19)	19	3	4	12	57
8	Ali Baba	(SUI 224, Flavio Marazzi, Julie Marazzi, Eline Marazzi)	(15)	13	2	4	7	9	5	11	11	62
9	Caracole	(SUI 214, Bernard Haissly, Daniel Stampfli, Nicolas Berthoud)	12	15	11	1	4	8	(21)	6	7	64
10	Shaolin	(SUI 226, Philippe Dürr, Andreas Kindlimann, Hans Von Werdt)	10	12	5	9	6	(14)	8	7	9	66
11	Isla	(GBR 40, Stephen Quigley, William Finlay, Tom Quigley)	14	11	(16)	14	14	4	6	10	14	87
12	Beta Crucis	(AUS 63, Bob Stoddard, Martin Cross, Simon Reffold)	11	10	17	(dns)	3	15	12	13	10	91
13	Manly	(AUS 44, Marc Ryan, Dave Edwards, Marcus Burke)	7	7	12	12	12	(17)	15	15	16	96
14	Marie-Françoise XXII	(SUI 232, Jürg Menzi, Lionel Rupp, Christof Wilke)	17	16	14	10	1	(20)	10	12	17	97
15	Melx III	(GRE 5, Stavros Papagiannopoulos, Panagiotis Kamouridis, Pavlos Kagialis)	13	(20)	19	18	15	11	9	16	8	109
16	Black&White	(SUI 219, Daniel Schenker, Mark Dangel, Anthony Shanks/Arancia Malaspina)	16	(19)	15	6	13	18	14	17	15	114
17	5billy5	(ITA 79, Maria Cristina Rapisardi, Marco Bonzanigo, Giovanni Arrivabene)	18	14	10	(23)	20	13	11	20	19	125
18	Otto	(NOR 69, Bent Christian Wilhelmsen, Lasse Berthelsen, Herve Cunningham)	9	3	21	19	22	16	(29)	22	20	132
19	Forza Del Destino	(SUI 211, George Prapopoulos, Simon Pfändler, Gil Pfändler)	23	(2)	3	15	17	22	17	18	21	136
20	Topaz	(SUI 217, André Bernheim, Mark Buchecker, Werner Urs)	(24)	22	22	21	18	6	22	14	13	138
21	No Stress	(SUI 201, Reinhard Suhner, Jacob Rek, Olaf Schulz)	21	18	(26)	13	24	16	19	23	18	152
22	Ali Baba	(GER 125, Wolf-Eberhard Richter, Beata Kalkowski, Joachim Fluhr)	(dnf)	26	18	17	16	12	23	dnf	22	169
23	Enez C'Ilas II	(FRA 63, Nicolas Abiven, Yann Delabriere, Sylvie Delabriere)	22	17	20	25	25	23	20	(27)	23	175
24	Criollo	(GER 30, Andreas Christiansen, Felix Christiansen, Moritz Christiansen)	19	23	(25)	22	21	24	25	21	25	180
25	Cibele	(ITA 72, Fabrizio Cavazza, Vittorio Zaoli, Duccio Colombi)	20	24	23	26	27	(28)	16	19	26	181
26	Joker	(FRA 50, Adrien Polailon, Eric Polailon, Jean-Baptiste Polailon)	(26)	21	24	24	23	21	24	25	24	186
27	Manuela V	(ITA 36, Guido Tommasi, Andrea Rachelli, Filippo Togni)	27	27	(dnc)	dnc	29	27	27	26	27	225
28	Whisper	(ITA 57, Riccardo Leupold, Davide Nazari, Paolo Giorgetti)	35	(dnc)	35	20	26	25	26	dns	28	230
29	Ali Baba	(GER 39, Christof Rek, Nicolas Rek, Jörg Sonntag)	25	35	(dnc)	35	28	29	28	24	29	233
30	Bagheera VII	(FRA 43, Jean-Bernard Datry, Alexandre Desaubiaux, Florence Piriou)	29	29	27	tle	(34)	34	32	32	33	243
31	Kukururu	(ITA 6, Giuseppe Matildi, Alessandro Marolli, Gianluca Marolli)	28	28	(dnc)	dnc	33	32	33	28	30	247
32	Rabicano	(ITA 55, Vittorio Pozzo, Guido Fralciola, Enzo Marolli)	dnf	dnc	(dnc)	dnc	32	30	30	29	31	257
33	Violetta IV	(ITA 21, Giovanni A Stefanon, Giangiacomo Stefanon, Francesco G Stefanon)	dns	(dnc)	dnc	dnc	30	31	31	31	32	260
34	Grifone	(ITA 42, Michele Renna, Mauro Patruno, Gianni Carboni)	30	dns	(dnc)	dnc	31	33	34	30	34	262



**PRIZEGIVING AT
YACHT CLUB
COSTA SMERALDA**







In 2022 Peter Morton was due to challenge for the Scandinavian Gold Cup on the original *The Jean Genie*, but was then unable to travel to Hano, though the new Dave Hollom design swept all before it. Peter Morton returned in 2023 with Andrew Palfrey and Ruairadh Scott and a new *The Jean Genie* to win the 2023 Scandinavian Gold Cup. After several races were lost in fickle winds, the breeze finally arrived for Morton to win two races on the fourth day to take the coveted trophy.

ROBIN AISHER



Robin Aisher remembered

DURING 2023, FORMER OLYMPIC 5.5 BRONZE MEDALIST ROBIN AISHER PASSED AWAY. HERE WE REMEMBER HIS CONTRIBUTION TO THE SPORT AND HIS SUCCESSES ON THE WATER TOGETHER WITH SOME FAMILY MEMORIES FROM HIS DAUGHTERS SALLY AND CAROLINE.

Britain's 5.5 Metre Olympic bronze medalist, Robin Aisher OBE, passed away in June 2023 at the age of 89. He won his bronze medal at the 1968 Summer Olympics in Acapulco, sailing together with Adrian Jardine and Paul Anderson.

After coming second in the British trials to Robert Perry in 1956 (who would go on to win the silver medal in *Vision* in Melbourne), Robin Aisher competed in the next three Olympic Games in the 5.5 Metre, placing sixth in 1960 in *Yeoman VII* and 11th in 1964 in *Yeoman XII*, before winning the bronze medal in 1968 in *Yeoman XV*. He also won the bronze medal at the world

championship in Copenhagen in 1966 and silver at Nassau in 1967.

As the son of a previous Royal Yachting Association president, Owen Aisher, Robin Aisher always had sailing in his blood. He was an outstanding yachtsman and also won the prestigious Admiral's Cup six times. He was awarded the Yachtsman of the Year in 1975. He was a long-time member of, and served as the Vice-Commodore of the Royal Thames Yacht Club from 1977-1980. He was also Commodore of RORC from 1985 to 1987, and Admiral of Island Sailing Club. He became heavily involved with the RYA, a member of RYA Council and served on many committees including as Chair of

Yacht Racing Committee, as well as responsibilities with other organisations such as the RNLI, Trinity House and World Sailing (then ISAF). His passion and commitment for sailing and boating were an inspiration for many and he made a great contribution to boating in the UK. He was appointed an Officer of the Order of the British Empire (OBE) in the 1986 Birthday Honours.

Robin carried on the tradition his father (Sir Owen Aisher – Admiral of RORC from 1969-1975) started by calling his boats *Yeoman*. Together they owned seven 5.5 Metres, all called *Yeoman*. His daughter Sally, explained, "*The name Yeoman came from the fact that our grandfather Sir Owen Aisher's family were yeomen from the Salisbury plain area who fought under Wellington at the battle of Waterloo in the yeomanry.*"



Photos: Top: *Yeoman VII* in Neuchatel • Left: Cannes
Top right: *Yeoman X* at the 1962 WC in Poole, UK
Right: *Yeoman XV*. All photos supplied by Aisher family



For the 5.5 Metre 70th Anniversary Yearbook in 2018, Robin Aisher wrote in the Foreword:

“My memories of the first Olympic event are still quite clear. Those days coincided with my National Service but my father was trying to go to the Olympic Games in Helsinki in 1952.

“In the late 1950s there were around 15 5.5 Metres racing in the Solent. After the 1960 Olympics they started to drift away. Because the boats were always overseas competing around the world, it was impractical to bring them home to change gear and try new sails. So, my father decided to build a fleet of one design 5.5 Metres to the current 5.5 Metre rule to keep our hand in at home. This was the start of the Daring class and they are still going strong in Cowes.

“My father and I did a lot of tank testing and I continued when I had a 5.5 Metre. I had Swedish boats from Ohlson, as he made a new design each year and other people all had the same shape.

“It was great fun doing the tank testing trying for a better shape and then going out to test it on the water. The tank was not allowed to tell you what was good or bad, but it was great fun to drag my ideas through the tank to try and find a better shape. Slowly the shape has changed and looking at the new ones and older ones there is quite a difference.”

HIS DAUGHTER SALLY remembered, *“I have happy memories as a child of attending regattas in the UK at Poole and Torquay as well as Lake Geneva and Hyeres. I had had my tonsils out aged about six and the mountain air was said to be good for recovery, so I remember going up a cable car for the first time with my mother for lunch in a mountain hut while Dad was racing. Another time again at a regatta on Lake Geneva we were all in a car going to dinner somewhere with some other 5.5 crew, and I had never seen electric buttons to open and close windows of a car before. I had a great game of opening one back window and then changing sides to open the other one while Uncle*

The Yeomans

In total there are records of seven 5.5 Metres owned by Owen and Robin Aisher. Most of this information, and more, can be found in the 5.5 Inventory (5.5inventory.org)

Yeoman IV, K 4, was designed by Charles Nicholson and built in 1952 at Camper & Nicholson's in the UK (the same yard that built the first ever 5.5 Metre, *The Deb*, K 1), for Owen Aisher. According to other information K 4 was in fact *Yeoman V*, built in 1955, and owned by Owen Aisher from 1955-61. So there could have been two boats with sail number K 4. After Owen Aisher came second in the 1956 British Olympic trials, to Robert Perry, the boat was lent to Bobby Symonette for The Bahamas entry, and sailed under K 4. *Yeoman V* was also later recorded as K 8 and sailed by Owen Aisher. She then placed ninth in the 1960 Olympics, sailed by Noel Horsfield representing South Africa, and was then sold in Australia.

Yeoman VI, K 6, owned by Robin Aisher from 1959-61. He later presented her to Ringwood Grammar School for use as a sail training boat by the pupils. *Yeoman VI* kept her original name and was moored in Poole Harbour on a swinging mooring at the Royal Motor Yacht Club. She was extensively used and enjoyed by the pupils of RGS. RGS entered her for the UK selection trials for the 1968 Olympics in Acapulco, Mexico. A total of three boats competed. *Yeoman VI* was lapped by Robin Aisher sailing *Yeoman XV* with Adrian Jardine and Paul Anderson before they won the Bronze in Acapulco.

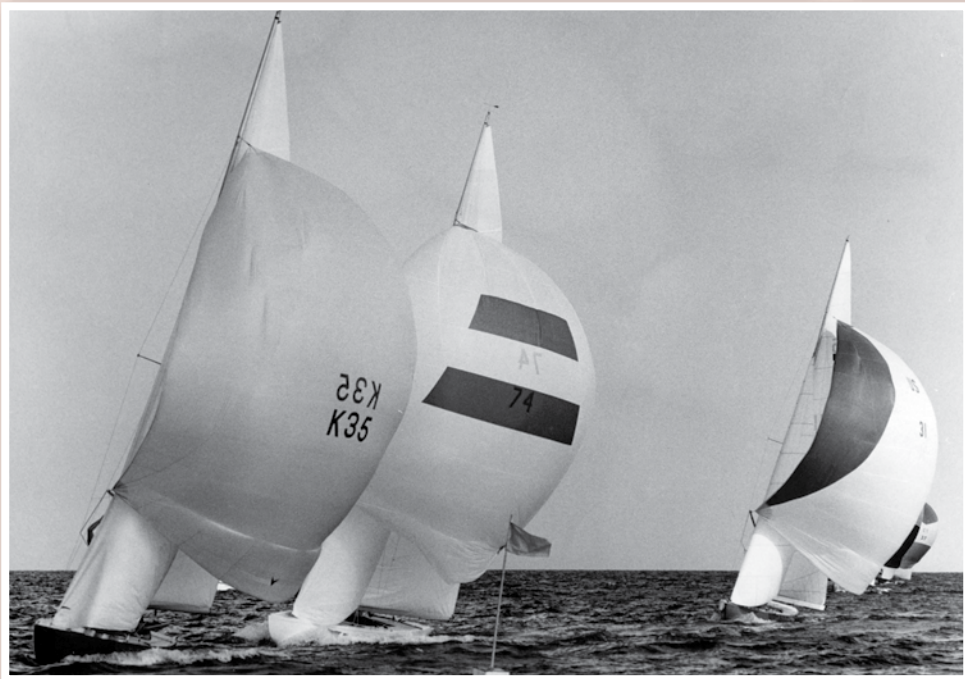
Yeoman VII, K 10, built 1960, designed by Einar Ohlson and Carl-Eric Ohlson and built by Svinevikens Yacht Yard, in Sweden. First owner was Owen Aisher, but this was the boat Robin sailed in the 1960 Olympics in Rome, with George Nicholson and John Ruggles, where they finished sixth.

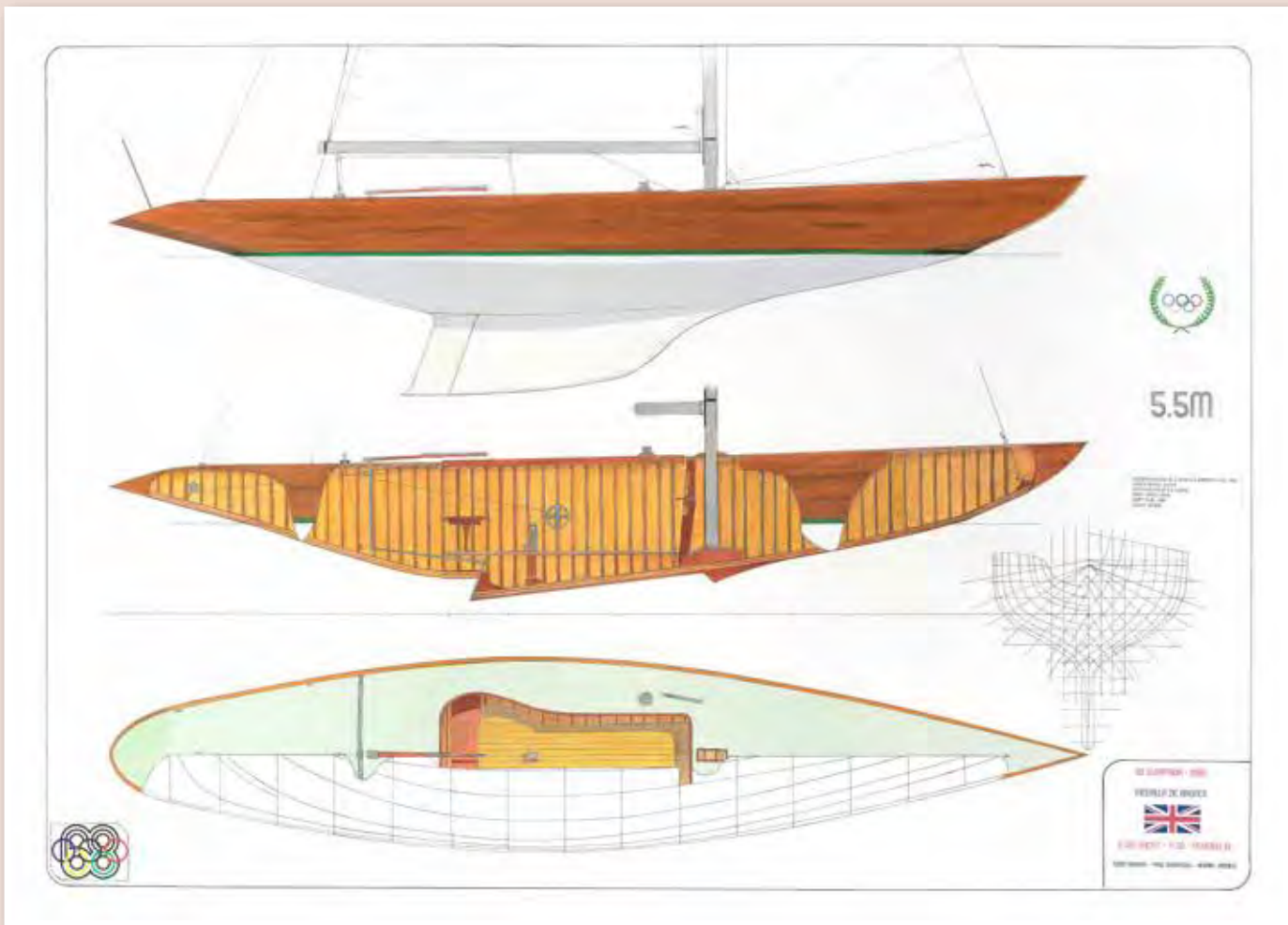
Yeoman XII, K 12, designed by Einar Ohlson and Carl-Eric Ohlson and built by Svinevikens Yacht Yard, in Sweden. Placed 11th at the 1964 Olympics in Enoshima with Robin Aisher, Eric Denham, and Adrian Jardine.

Yeoman X, K 33, designed by Einar Ohlson and built by Svinevikens Yacht Yard, in Sweden, in 1962. Robin Aisher finished seventh in the second 5.5 Metre world championship, held in Poole, in 1962.

Yeoman XV, K 35, again designed by Einar Ohlson and built by Svinevikens Yacht Yard, in Sweden. Won the bronze medal in Acapulco 1968 with Robin Aisher, Adrian Jardine and Paul Anderson.







Yul closed them – I later discovered Uncle Yul was in fact Yul Brynner who I believe was crewing in of one of the 5.5s.”

His daughter Caroline remembers “Many things are prompted by photographs, like the one of Dad dressed up in his Olympic Jacket getting ready to go to the Toyko Olympics in 1964 and swinging me round the garden. I remember hearing about when they were in Mexico for the 1968 Olympics and they had to rescue the Iguanas who were swimming out at sea and then throwing them out of the boat before they got back to the clubhouse. Like Sally, I do remember being taken to the regattas, but for me it was only the UK regattas. There were endless events in Poole Harbour based at the Royal Motor Yacht Club. I can still smell the sail loft where all the sails were hung up to dry after each race. Many happy memories of his crew Adrian Jardine and Paul Anderson and their families who we used to spend a lot of time with.”

Sally continued, “The Pieper family were extremely kind to us as children and we had many wonderful winter skiing holidays as a family in their chalet in St Moritz and were taken to the toy shop in the town to choose whichever Steiff toy we liked. I still have the marmot from all those years back and our grandchildren now enjoy him.

“Dad’s 5.5 would travel around Europe on top of one of the Marley Tile low loaders driven by one of the Marley men to wherever the regatta was.

“Obviously I was too young to go to the regattas in The Bahamas or in America but remember the Symonette family well and how fond we were of all of them throughout the years – they

were particularly kind to my husband Anthony and I when we went to The Bahamas on our honeymoon.

“Though I didn’t go to any of the three Olympic Games that Dad competed in I do remember being allowed into the Headmistress’s Study to watch the opening ceremony of the 1968 Games in Mexico. I recently heard of how Dad nearly got arrested for not returning to the Olympic village in Acapulco in his rental car with his crew before curfew.”

Caroline concluded, “Dad was never happier than when talking about sailing and indeed when I asked him in his final days which was his favourite boat, he said the 5.5; he had a huge smile on his face and in his eyes.”

*In memory of Robin Allingham Aisher
24 January 1934 – 26 June 2023.*



Photos: Left: clockwise from top left: Neuchatel • K4 in 1959 • Yeoman IV in Australia in 1979 • Yeoman VII in Neuchatel • Cover photo from 1962 WC programme • Yeoman XV at the 1967 WC in The Bahamas • Right: Yeoman X in 1962 in Poole. All photos supplied by Aisher family • Top: Detailed drawing of Yeoman XV © Paul Letourneau - All Rights Reserved.

Champagne sailing for Finnish fleet



The season 2023 was riddled with equipment issues for the all-class Finnish fleet.

Despite the return of *Bloss* (FIN 2), the oldest sailing 5.5 Metre in the world, to the race course under the helm of Ville Timonen, the new crew of *Figaro* (FIN 43) with Petteri Nurminen at the helm and the finished renovations of Olli Kanerva's *Remi* (FIN 41) there were only six boats participating in races during 2023. *Pohjantähti* (FIN 12) had some serious keel and rudder work done, *Scatoullitsa* (Z 69) was still on the land, the young crew of *Skylark* (FIN 6) had other obligations and the ongoing renovations of *Gullvinge* (FIN 1), *Teresita* (FIN 10), *Pikapuikko* (FIN 3) and *Inga-Lill XXXXIV* (FIN 20) were not finished.

The fleet participated in the Helsinki Regatta, the great wooden boat festival Viaporin Tuoppi, The Helsingfors Segelsällskaps 130-years anniversary Champagne regatta and the Kruunuvuorenselän regatta.

The main event, the Champagne regatta, was a feast of classic sailing with 90 yachts of various classes on the race courses. The 5.5 Metre class was won by *Trial* (FIN 4, Ville Harkke, Petri Lindstöm, Petter Westberg) [top] with *Figaro* (FIN 43, Petteri Nurminen, Kalle Arponen, Tapio Nuotio) not far behind in their first season in the class. Third place went to Niko Rissanen's *Nornaxi* (FIN 48) with Karri Hirvonen and Pontus

VILLE HARKKE REPORTS ON THE LIMITED ACTIVITIES IN FINLAND DURING 2023, WHILE MANY BOATS WERE UNDERGOING REPAIRS.



Skylark

Harlin in the crew. This was the last race of *Nornaxi* under Finnish flag as she was sold to Norway, where she started her life as King Olav's *Norna XI*.

During the season the fleet received the sad news that the grand old man of the Finnish Class, Johan 'Jussi' Gullichsen had passed away. His remarkable sailing career is described elsewhere in this magazine.

For the 2024 season there will be more action on the courses as *Chaje 2* (originally L 24) is returning to Finland and the repairs that diminished the fleet in 2023 will be finished.



Scatoullitsa



Figaro

Close racing and growing fleets



The German season started again on the unique Flensburg Fjord at the FSC in Glücksburg. Here, a small fleet sailed for the Bronia Preis as part of the FSC Whitsun Cup, as always on a course with the Dragons and Star boats. After three days of racing in difficult conditions, the trophy went to Criollo (GER 30) ahead of Henning Ueck's Windliese (GER 32).

Two weeks later, the Flensburg Fjord showed its best side and offered the sailors at the Robbe & Berking Sterling Cup three sunny days with winds of up to 25 knots. Eight 5.5 Metres competed for the coveted Sterling Cup in front of a fantastic backdrop alongside nine 12 Metres and 10 classic Dragons. The guys from *MELX III*, GRE 5, Stavros Papagiannopoulos and his crew showed an outstanding performance. With five firsts in seven races, they dominated the field and also the only other Modern, *Ali Baba*, GER 125, Wölfi Richter.

This year, the German Open took place in Tutzing at the DTYC on Lake Starnberg, where 15 crews from three nations had to contend with some very changeable conditions despite the summery date. Not only did two all-female crews come to Tutzing, but there were also more Classic than Evolution boats competing for the title, which was probably due not only to the Bavarian white sausages and other culinary highlights, but also to the Enoshima Trophy, which took place at the DTYC right afterwards. As in the Sterling Cup, the two Moderns GER 125 and GRE 5 sailed their own race, but in a mixture of calm, thunderstorms, rain and medium winds, the Classics in particular were able to keep up well. The deserved winner and International German Champion was Stavros Papagiannopoulos on *MELX III*, while Wölfi Richter on *Alia Baba* successfully defended his German Championship title in second place. Congratulations, well done.

So, while the Moderns and Evolutions were packing up after a great event, the Classics were still called upon to fight for the



FELIX CHRISTIANSEN LOOKS AT A SUCCESSFUL 2023 SEASON AND THE UPCOMING EVENTS IN 2024

traditional Enoshima Trophy. Seven crews took part in thrilling races in the autumnal cold, lots of rain and winds of up to 15 knots, with many changes of position and finishes every second. In the end, the Italian friends dominated again and Guido Tommasi repeated his success from the previous year and took home the coveted trophy.

2024 PREVIEW

Jochen Schümann (right) takes over the patronage for the German Open 2024 in his home club YCBG at Müggelsee, Berlin. We are looking forward to a strong participation for the highlight of the German season in Jochen's home waters at the YCBG. Those who would first like to sail on the Baltic Sea should also come to Niendorf (Luebeck Bay) over Whitsun 2024 for the Bronia Preis (Racing May 18-20).

We look forward to seeing you there.



5.5mR GERMAN OPEN 2024 on Müggelsee

For this summer the Berlin section of the German 5.5m Class Association would like to invite sailors to Müggelsee, near Berlin, for the 5.5mR German Open. The hosting Clubs are Yachtclub Berlin-Grünau and WSV 1921. Jochen Schümann takes over the patronage for the German Open in his home club YCBG.

Craning in will take place on 18 July. Races then from 19-21 July, each day followed by an after-sail-snack.

There will be an on-water touristic evening cruise, to Berlin, on 19 July. The Regatta-Dinner will be held on 20 July 24. For the Prizegiving on Sunday, the hosting Clubs will offer a snack. Those who wish to spend a tourist week in Berlin, can opt for the Willi Lehmann Preis, on 13-14 July, at WSV 1921, craning in 12 July. WSV 1921 will be arranging an on-water-transfer of the boats to Müggelsee. For the lay days from 15-17 July, Berlin offers a wide range of touristic attractions, concerts and art-exhibitions.

Registration at M2S: <https://5.5class.org/regattas/calendar>



A thrilling dance with nature

CHRISTOPH BURGER, FROM NORTH SAILS SCHWEIZ,
LOOKS AT SAIL TRIM UPWIND AND DOWNWIND AND SOME
HELPFUL HINTS TO GET THE BEST OUT OF THE BOAT

Sailing is not without its challenges, and that is precisely what makes it such a rewarding sport. One of the great tests of sailing lies in adapting to different wind conditions. Each wind strength requires a unique blend of skill, strategy, and intuition. Your ability to read the wind, adjust your sails, and steer your boat accordingly becomes a thrilling dance with nature, where your every decision can make the difference between riding the waves or being at their mercy.

Having sailed the 5.5 Metre class for over 25 years I would like to try to give you some insight in some of these challenges. While overlooking a fleet of competing boats you will always find the ones extending from the rest or the ones catching up to others or in the less optimum scenario the ones falling back. What is it?

The world of sail racing is way too complex to answer that in one article. But there are some points that we regularly do on our boat, BAH 25, that became a process to try to be the ones extending from the rest or at least to get as close as possible to the top.

There is no such thing as a free lunch. I agree, but you can get an advantage over your opponents by a better preparation. There are tons of to dos before the race even starts. For example. Go through your material in detail. The boat, on your standing and running goods, blocks etc. A clean hull. Check the sails. Make sure you don't damage anything while craning. Take at least one spare day before the regatta to try everything out. Once on the water before racing you can go out early to figure out wind shifts, patterns, current, starting line etc. All of these is preparation, is for free, and minimizes breakdowns and unexpected situations when you are supposed to be ready for the race. Compared to someone that doesn't do any of the above you have a physical and mental advantage already. It is all about minimising the risk of unforced errors. If you are attending a regatta overseas the checking boat and material part is becoming even more important, so it makes sense to get some more days to be on top of everything. Otherwise you take the risk of fixing stuff instead of racing and that is extremely frustrating.

If we imagine that every boat does 6 knots of boat speed, there will still be winners and losers. Imagine that there are no wind shifts, there will still be winners and losers. Imagine all the boats start at the gun by the starting line, yes, there will still be ... You can be the fastest boat in the fleet, but if you had a bad start it will be very difficult to sail through the fleet in 'dirty' air. Boat speed is the tactician's best friend, simply because it allows you to position yourself in situations where you know you will survive, and you can execute your tactics. The strategy can only be applied if you master the start and the 5 minutes afterwards. So being able to play the game after the start is crucial. Sometimes great starters don't have the boat speed or the tactics to stay in front.

In the following part we are looking at some points of the set up and trim that can help you to improve your speed.

LOOKING AT DOWNWIND SAILING AND SAIL TRIM

When sailing downwind in very light wind, you don't especially want a sail at its maximum size as it is harder to fill. The S1.5 sail is smaller and made from lighter cloth. When sailing 'hotter' angles you increase the sail area exposed to the wind and you accelerate faster compared to someone sailing straight downwind. A little leeward heel of the boat can help to improve your performance. Once your wind current/flow is established make sure you don't break it by too aggressive trimming of the



sheets. Play the vang of your mainsail, which has a large impact of the wind flow in it. A too tight vang closes your leech and doesn't allow the needed airflow. Not enough vang on the other hand would simply not create any flow and therefore forward momentum. The same thing applies to the helm, make calm and controlled movements only, otherwise you take the risk of breaking the waterflow over the keel and the rudder.

In a medium breeze you want to quickly let your mast all the way forward. Moving the mast forward helps redistribute the sail forces, creating a more balanced configuration. This adjustment is crucial in downwind. A balanced sail plan reduces the risk of the boat becoming unmanageable and helps maintain control. You want to separate your spinnaker as far as possible from the mainsail to have the maximum projected sail area, but not more to windward so the clew of the spinnaker goes beyond the forestay. This would generate an unbalanced boat that you have to correct with your rudder.

In the breeze the waves lead the mast trim. In a swell where you can surf the waves you may let your mast halfway forward. As soon as you face a chop or steep waves you need to be careful as the boat can get 'stuck' in them and you can potentially take a lot of water. It is more efficient to trim your mast all the way back. Downwind sailing in the breeze requires an active communication about waves, the boat feeling and new strong gusts coming from behind. Swell is very tempting to sail the boat very low and is usually not a problem if you go fast. When ending the surf, you need to be careful of the positioning of the boat compared to the waves. There is a safety zone, a couple of degrees higher than flat downwind. If you are lower, the spinnaker tends to make the boat bearing away more and it can happen that the power of the mainsail and the rudder are not enough to bring the bow back up. This can result in a Chinese gybe and to a loss of the race...

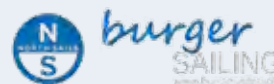


LOOKING AT UPWIND SAILING AND SAIL TRIM

If you are using an AP-Mainsail and an AP-Jib, these sails have an optimum flying shape as per a design point of view. This shape should look the same in 8 and 16 Knots. The different wind strength is what requires the difference in the boat set up. More pressure in the sails means more mast bend. More mast bend means more twist and results in less pointing and eventually VMG. Adjustable mast rakes are very common these days and are solving most of the above. Rake back in light winds and come forward, less rake in more wind. You need to keep in mind the mast bend. More tension on the upper and lower shrouds help to reduce weather helm and result to be able to point higher. The runner controls the sag of the forestay and the twist of the mainsail and is also very important on most of the modern 5.5 Metres. If you sail with a too loose runner, your jib will have its draft further back and can therefore create a backwash in the mainsail. The jib leech is likely to close too much with breaks the airflow, the boat feels heavy and is slow. It is very useful to have

a line up with another crew to see how you go. A quick fix if you are lacking pointing can be a lack of upper shroud tension. If your boat feels heavy on the rudder you may try to tighten your lower shroud to get rid of the sideways 'spoon' in the mast. This also opens the top part of your mainsail that will reduce weather helm and helps to sail faster.

The list is far from over here, but I hope it helped a little. If you have further own experiences that you would like to have a chat over, I'll be at the next regatta or contact me via +41 79 277 75 13, or christoph.burger@northsails.com





Three men in a boat

The story of *Caracole*

At the 2023 World Championship in Porto Cervo, *Caracole*, SUI 214, sailed by Bernard Haissly, Daniel Stampfli and Nicolas Berthoud won the newly instigated Robin Aisher Trophy, for the slightly debateable but well-deserved honour of having the oldest combined crew age at the world championship.

Caracole has been a regular on the international circuit for 16 years, the team being famous for their light wind lake speed, but also pretty handy in most conditions with a string of titles over the years. Bernard Haissly, owner and helmsman on *Caracole*, tells the story of how he came to sail 5.5 Metres and teamed up with Daniel and Nicolas.

“I started sailing in Geneva on a small keelboat and then crewed on a classic 6 Metre to race on Lake Geneva. Later I purchased my own classic 6 Metre in 1972 to race as a helmsman.



“Then in 1985 I purchased a modern 6 Metre, SUI 77 ex *Gitana Junior*, and started racing internationally. The boat became famous under the name *Fleau*. We won two world championships in 1999 and 2007 and several European, British and Swiss championships. Nicolas Berthoud was our sailing professor on *Fleau* since 1985 and the crew remained essentially the same for 22 years under his direction.”

Nicolas participated in two Whitbread Round the World races in 1989/90 and 1993/94. He has always raced in various classes and accumulated many victories. Nicolas is considered an expert in 6 Metres and 8 Metres and has won several world championships and Europeans in these classes, sometimes with Bernard and sometimes with others. He does a lot of racing in different classes including foiling multihulls.

IN 2007, BERNARD sold SUI 77 and purchased the 5.5 Metre *Caracole*, SUI 214, with which he still races today.

“Prior to 2007, I also raced nationally with Nicolas on an older 5.5, *Baba Jaga*, SUI 188. The reason for changing class was that 6 Metre racing was fading away in Switzerland and elsewhere and 6 Metre racing abroad was a heavy exercise in every respect. The logistics are so much simpler with the 5.5 Metre.





Left: Collecting the Robin Aisher Trophy in Porto Cervo for the oldest combined age • Top left: Sailing home after a heavy day in Hango in 2022 with Nicolas at the helm • Clockwise above from top left: Day 2 in Porto Cervo; Winning the 2019 Swiss Open on home waters in Geneva; Porto Cervo in 2023; Prizegiving in Helsinki in 2019 • Below and below left: 2019 World Championship in Helsinki

“When I sold the 6 Metre, Nicolas continued with me on *Caracole*. Daniel joined the team in 2011 after sailing many years with Jürg Menzi. Together, we won five Swiss championships and one Gold Cup (2015 in Nynäshamn). Our best results in the Worlds were 4th in Benodet in 2017 and Helsinki in 2019, as well as a second place at the Europeans in Benodet in 2013. Our best recollection is our victory at the Gold Cup.”

Daniel started sailing at the age of six on Lake Geneva. He sailed in a great variety of classes after he became an independent sailmaker: One Tonner, 6 Metre, J-24, Surprise, multihulls, 5.5 Metre, big boats, etc. Daniel won many Swiss championships in 6 Metre, Surprise, 5.5 Metre (14 times with Jürg Menzi and five times with *Caracole*). He also won two world Championships with Jürg Menzi and several European championships in the J-24, 6 Metre and 5.5 Metre. He won six times the Bol d’Or du Léman, the local ‘Fastnet’ on Lake Geneva.

“**WE SEEM TO** be fast in light air and less in the breeze and the sea. This may be largely due to our heavy age and light weight. Our speed in light air is due to our extensive experience in lake sailing and the work on our sails.

“I am the helmsman and do my best keeping up the speed under the directions of Nicolas and Daniel. They both do the trimming, the tactics and all the rest... I am sometimes allowed to play with the main sheet.

“We plan to race in 2024 as usual (Swiss events, Garda Lake, world championship in Benodet). We love the 5.5 Metre as it is an ideal boat for amateurs who are interested in trimming and tactics. We like the technicality of the boats, the high level of competition and the good spirit within the class, and we like good racing areas (not necessarily elegant ones).

“The quality of an international event is a key factor for attracting skilled sailors. Top sailors are essential to keep the class alive even if it is hard competition for the amateurs. Young sailors should be encouraged to join the class by imposing reasonable restrictions on costs. We would welcome a crew weight limit and restrictions on coach boats.

“We love sailing together because we are close friends and enjoy racing and rioting together. Marco Chevallier is also part of the team for about the last 30 years and he takes great care of the boat. We have developed a strong Corinthian spirit about results and yet strive for performance.”







Italian elegance

Manuela V – ITA 36 is a beautiful project of C. Raymond Hunt, designed in 1960 and built by Dario Salata's Velscaf Shipyard in Rapallo at the beginning of 1961. She was commissioned to Hunt by Beppe Croce, (former president of Italian Yacht Club, Italian Sailing Federation and IYRU - now World Sailing) after the 1960 Olympic Games gold medalist, *Minotaur*, a very fast project of Hunt specifically designed for the light airs of the Gulf of Naples.

The boat is different from *Minotaur*, being an all-round hull with an elegant long stern and a rig moved far towards the bow compared to the other boats of the time.

The name *Manuela* comes from the daughter of Beppe Croce – as all his others boats: he was a keen competitor in 5.5 Metre class and he sailed until *Manuela VII*, designed by Britton Chance.

The race results of *Manuela V* with Beppe Croce were good but not as good as expected and Croce sold the boat after less than two years to Circolo Canottieri Posillipo and, with the name *Argo*, it raced in the next World Championship, ranking better than the brand-new Carcano designed *Manuela VI*.





After some years the boat was sold to Ing. Mario Zingali of Circolo Canottieri Tevere Remo and then to Prof. Mario Castiglione who sailed her in Ischia.

During that time many major changes were made as was often for this kind of boat: a deckhouse was built, the cockpit was elongated to the stern, and two berths, a WC and a little kitchenette were installed.

Guido Tommasi bought *Manuela V* in these conditions in 1998 with the intention of restoring the boat and giving her to his father, Giuseppe, who was a very good sailor and a keen competitor in the Soling Class.

A first big refit was made in 1999-2000 in the little Bedini Shipyard in Marina di Carrara. During these works it was clear that the effort and commitment necessary to restore and manage this kind of boat were too much and he decided *Manuela V* could not be really a 'gift' for his father. Consequently, he maintained the ownership of the boat and began to do some regattas in a very relaxed way with his father, his girlfriend, some friends like Enzo Marolli and sometimes also his dog...

In these years they achieved some good results such as a fourth place in the Italian Championships in 2000, a third in Portofino Rolex Trophy in 2011, a third in the Classic Cup during the Europeans 2013, in Benodet, and also in the Vintage Olympics Games in Bellano and in the Enoshima Trophy in Tutzing.

During these years the 'general attitude' in the Italian Class (mainly composed of only classic 'long keel' boats) changed and some sailors, and Guido included, decided to optimise

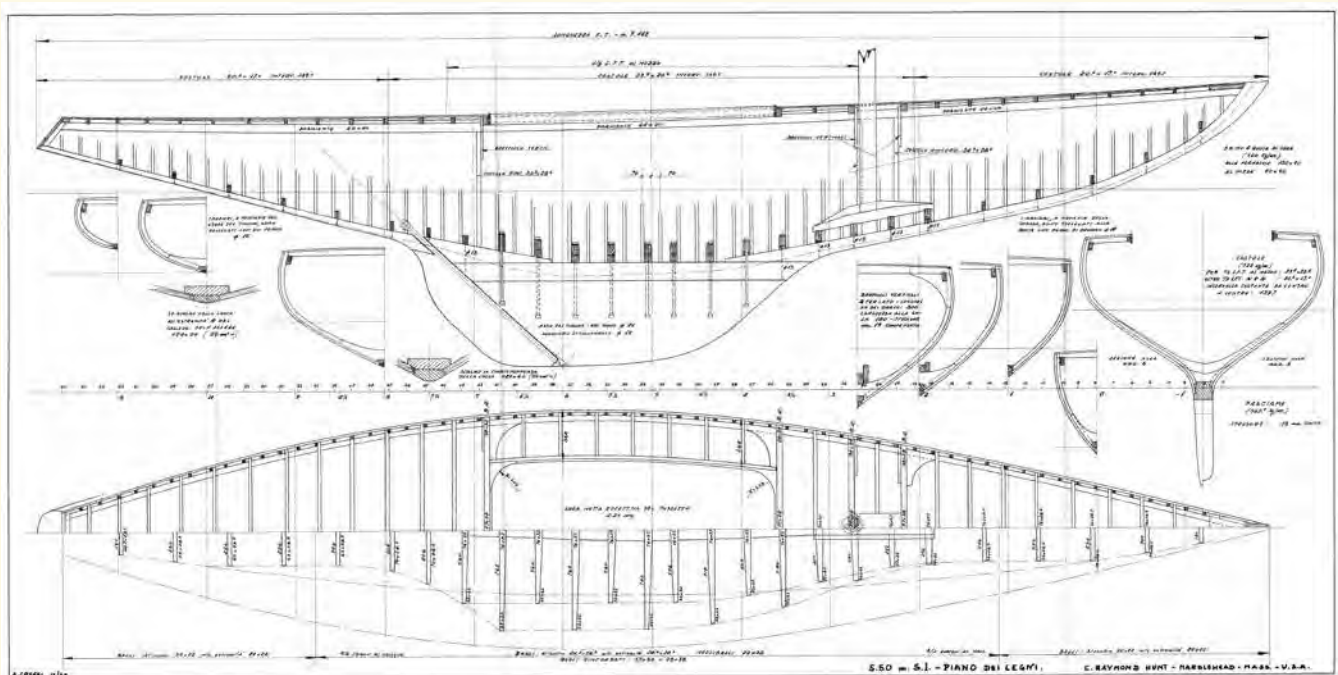
their boats and compete at a higher level. This in 2021, after 20 years of good sailing, *Manuela V*, received a second major refit by Cantiere Ernesto Riva in Maslianico, on Lake Como, with a slightly different sail plan and a better crew.



After that, her race results had an evident improvement. In 2022 *Manuela V* won the Trofeo Volpina in Bellano, the Enoshima Trophy in Tutzing, the Italian Championships in San Benedetto del Tronto and the Vele Storiche di Viareggio. In 2023 *Manuela V* won, for the second time, the Enoshima Trophy and the Vele Storiche di Viareggio, took second place in the Trofeo Volpina, in the Italian Championship on Mandello del Lario, and fourth overall and first Classic at the German Open at Tutzing. In the Classic Cup at the World Championships in Porto Cervo, they won the 'long keel' trophy, named 'Coppa Italia'.

And now they are ready for a new season.

Photos: *Manuela V* in Porto Cervo and Tutzing in 2023
 Above inset: *Manuela V* as Guido found it in Ischia in 1998
 Below: Plans of *Manuela V* by Raymond Hunt





Sterling

performances

Following on from a very successful National Championships and 'Festival of Fives' in February/March 2023, as reported in the April 2023 Edition of this magazine, all eyes turned to Porto Cervo and the Australian push for the 2023 World Championships and Scandinavian Gold Cup. International 'regulars' John Bacon, sailing *Ku-Ring-Gai III*, Bob Stoddard and Martin Cross, with *Beta Crucis*, were joined by Mark Ryan and his boat *Manly* in Sardinia for the regatta.

In the Worlds. John Bacon in *Ku-Ring-Gai III*, following up on his fourth place in Hanko 2022, took a creditable third Place Overall which included a win in Race 9. Bob Stoddard and Martin Cross, in *Beta Crucis* also had a good regatta, securing a third in Race 6 and finishing 12th Overall. Mark Ryan, in *Manly*, also had a steady regatta, with two seventh placings in Races 1 and 2 and finishing 13th overall. It was very satisfactory to have three of the Australian boats finish in the top half of fleet of 32 and a hearty well done to them all. On a lighter note, one of the highlights of the regatta for the Australians was Bob Stoddard's mast climb in Race 6. The jib halyard broke just before the start, so they hauled the jib up with the spinnaker halyard. This presented a dilemma at the top mark as the jib had to be dropped and the spinnaker halyard reattached to the spinnaker. During the hoist, the spinnaker halyard let go and the boys found themselves in the unenviable situation of having the spinnaker on the deck and the halyard flapping around in the breeze halfway up the mast. Bob Stoddard sprang into action, raced forward and, with the style and grace of a 'rigging monkey', shimmied up the mast and

DAMIAN MACEY REPORTS ON HAPPENINGS IN THE AUSTRALIAN FLEET AND THE NSW CHAMPIONSHIP IN SYDNEY. PHOTOS FROM RPAYC



retrieved the halyard. The spinnaker was then set successfully and *Beta Crucis* continued on the downwind leg without losing a place in the field. A sterling performance by Bob Stoddard. The Australians are looking forward to the World Championships in Benodet in September 2024 with four boats hoping to present.

For the first time this century, the International 5.5m Yacht Association of Australia, in conjunction with the Vaucluse Yacht Club, conducted the NSW 5.5 Metre Yacht State Championships on Sydney Harbour. Four boats, *Alpha Crucis*, *Ku-Ring-Gai*, *Skagerak* and *Baragoola* made the trip from the RPAYC on Pittwater down to Sydney Harbour for the event. They were joined by *Crest* (Vaucluse Yacht Club) and *Nemesis* and *Rhythm* from the Royal Australian Navy Sailing Association (RANSA) to make up the fleet of seven boats. Day 1 saw the fleet racing in a blustery 12-15 knot breeze punctuated with intermittent rain squalls. Racing settled into a 3-tiered battle, with *Alpha Crucis*, *Ku-Ring-Gai* and *Skagerak* battling for line honours, while *Crest* and *Baragoola* led the Classics and *Rhythm* and *Nemesis* kept each other honest. Day 2 saw the sun shining and the wind drop to a fluky 7-10 knots and the tide came into play. *Alpha Crucis* dominated the day, closely followed by *Ku-Ring-Gai* and *Skagerak*. *Alpha Crucis* (Martin Cross) won the Championship, *Ku-Ring-Gai* (John Bacon) won the Evolutions and *Baragoola* (Damian Macey) took out the Classics on a countback from *Crest* (Haydn Skelton). All agreed it had been a great weekend's sailing.

2024 once again brings on the 'Festival of Fives' and National Championships to be conducted the RPAYC in late February. We are expecting a fleet of 12-15 boats and a great week of racing.



NorAm fleet celebrates fantastic 10 years



In August 2023 sailors were treated to a spectacular sight on Midland Bay, Ontario, Canada. For the first time, the North American 5.5 Metre Regatta welcomed a record ten boats to the line.

Returning to the fleet after two years of extensive restoration work by owner Jason Williams was *Jill* CAN 11. Originally Jill Dansk, she was the Danish entry in the 1952 Olympics in Helsinki.

Williams brought his generations of wooden boat building experience to this major project, and while additional reconstruction and rigging alterations remain, it was thrilling to see Jill back on the racecourse. “I’m happy with her so far,” Williams said. “There are still lots of things to do, lots of little bits and pieces to iron out. The goal was to get her in the water this year and finish the regatta.”

Besides, her unfinished funky hull colours revealed the storybook of her past lives and was a fleet favourite, helping



Where others would see rotting wood and disaster, North American 5.5ers see beauty and possibilities and the fleet was thrilled to welcome back *Jill* CAN 11 after a hiatus of several seasons and massive restoration work by Jason Williams (left). He and the crew of Kelly Nesbitt, Mikey Wilkinson and Bryan Gooderham successfully put *Jill* through her paces while more restoration work and fine tuning remains. Photo: Jennifer Harker

JENNIFER HARKER UPDATES ON THE LATEST HAPPENINGS AND BOAT MOVEMENTS IN NORTH AMERICA AND REFLECTS ON THE 10 YEARS OF COMPETITION AND CAMARADERIE OF THE NORAM 5.5 METRE REGATTAS.

highlight the North American fleet’s focus on rejuvenation and preservation of these timeless classics.

As Texan Tal Hutcheson said, “I think of the owners here and the history we have preserved, saving these boats from the scrapbook of history. Thank you for keeping the dream alive.”

New dreams were launched this year as two more boats made their North American Regatta debut.

In June the fleet welcomed *Jalapeña* USA 96, another 5.5 from American Dan Rossi’s private fleet. His classic *Purple Haze* USA 51 has continued to race with various guest skippers for the past several seasons and he has also brought *Savage* USA 75 to compete in 2022.

JALAPEÑA SHOWED HER moves early and often, taking four firsts on her first two days of racing, proving Rossi’s winter of work was time well spent. He said enthusiastically, “At one point we bore off and built speed. She did exactly what a fiery red pepper would do, we burned up the course.”

Also sailing for the first time in the North American 5.5 Metre Regatta was *Mavi* USA 103. Her journey to Midland is a prime example of the passion of the NorAm fleet. Rossi and fellow American Joe Strelow, with the backing of the fleet, launched a last-minute rescue operation as *Mavi* was due to be destroyed in her former California home – some 4,000 km from Midland. Shipped east and safely wintered in Michigan, a May weekend work party had the 1955 Italian boat ready to go for June 2023, without an actual owner and looking for a little love.

She turned into the darling of the regatta with four firsts in 10 races to take top spot overall, often ahead of the Evolutions and clearly demonstrating her grace and speed.

Of course, like any lady of a certain age, a few parts gave out forcing her to retire from the last race on Day 1 with a broken

Left: *Jalapeña* USA 96 made her debut in June after a long winter of work.

Owner Dan Rossi was pleased with her performance saying just like her spicy namesake, she burned up the course. Many of the NorAm boats feature mixed crews and here Canadian Larry Donaldson leans into the action.

Below: It was a beautiful sight as a record ten 5.5 Metres were on course in August at the NA 5.5 Metre Regatta in Midland, Ontario, Canada – a suitable way to mark the 10th year of the NorAm Regatta. Photo: Eugene Kokbas

barney post. Again, the NorAm fleet showed their camaraderie and cooperation coming together to complete onshore repairs and get *Mavi* race ready. Hutcheson was one who jumped in immediately to help. “The most fun of the fleet is working on other boats trying to make them faster than you.” He said part of the beauty of the 5.5 Metre is despite design differences they are all competitive. “Every time a Classic beats an Evolution is the best; *Mavi* blew me away in the first race.”

Currently jointly owned by Rossi and Strelow, *Mavi* is still looking for a loving owner, but in the spirit of continued cooperation, several sailors stepped up to cover her storage costs for the winter.

Strelow and Canadian John Lister began the shared ownership trend in 2022, purchasing *Summer School* CAN 31 to ensure she remained an active racer, lending her to guest skipper Eugene Kokbas. This season she was sold to Canadian Matt Thurley and American Joe Lambert for another cross border example of co-ownership and cooperation.

CLEARLY, RACING A 5.5 Metre ignited a passion for Kokbas, whose fleet already includes two Shark 24s and a Hotfoot 27. When he learned in August another US boat was available, Kokbas offered to tow it to Midland as he had done with *Mavi*. “The last owner of the boat could not care for her due to health reasons and the marina office and Joe [Strelow] came up with an agreement after about three months of negotiations. Two weeks into October I got a message from Joe that the boat could be picked up from Barker’s Island Marina in Superior, Wisconsin some 1,229 km away from Midland.”

Packing up some tools and camping gear he and his wife Marilene (who crewed with Eugene aboard *Summer School*) headed off, not really knowing what they would find at the end

of their journey as details were sketchy and all available photos were years old. A day later they were greeted by the Barker’s Island marina salesman John Hoenig and followed him to the big storage hangar where *Zephyr* US 10 was parked.

What greeted Kokbas was the reflection of his ear-to-ear grin – and you might say it was love at first sight. “She has a dark blue painted hull shiny enough to see yourself and all underwater surfaces are smooth and solid. She is cold molded with mahogany on oak ribs. This is the kind of wood boat construction that I know how to build.”

Then began the technical challenges of readying the trailer for transport. “The original hydraulic braking system actuator was removed which meant the trailer had no brakes,” Kokbas said.

After multiple fruitless calls to repair shops Kokbas decided on a test run to see if his van was able to stop without the assistance of trailer brakes. “After adding some air to the tires large cracks showed up and the tires were actually touching the fenders.”

Innovation is a hallmark of 5.5 racers. “Using the tools available I did some Nascar style body work and reshaped the fenders for more clearance. We searched for tire shops that had high enough load rated replacement tires and the closest one was an hour drive in the wrong direction through city streets and steep hills.”

Waiting for additional paperwork for the border crossing meant another night in Wisconsin before finally setting off the next day. “Towing and braking was no problem, but the ground clearance is very limited because of the very long overhang. The guys at the tire shop refused to work on a loaded trailer, so I ended up removing and installing the tires myself.”

The journey home was uneventful. “We cleared the Canadian customs with no questions about the boat, I am sure the officer did not notice the boat in tow until after I pulled out.”

Originally *Pathfinder*, US 10 was designed and built by AE Luders for prominent east coast 6 Metre racer Herman Whiton in 1956 for the Olympic campaign. “Competition was very keen and Mr Whiton was unsuccessful in his bid to represent the US at the 1956 Olympics.”

Subsequently named *Stars* and then *Zephyr*, there is no record of her competing after her elimination from the Olympic qualifiers. Kokbas will return the original name and she will be *Pathfinder* CAN 81. “My goal for the 2024 season is to get



her rigged properly for the class rules and beg/borrow sails to compete in the two planned regattas.”

“Other than the nostalgia of sailing in 1950s boats, it is the friendly atmosphere of the participants that make me interested in sailing the 5.5s,” Kokbas said. “The last two years I have borrowed boats and had great fun; I expect this year bringing my own will be even more fun.”

CANADIAN CREW MEMBER Kathryn Gallichan said, “It’s a pretty special experience, sailing a 5.5. We are on historic boats and we are working hard to get the best performance out of them, with historic tackle, and historic [holey!] sails. If they could talk, the stories they could tell.”

She loves the mixed crews, and especially the opportunity to fly a spinnaker. “What makes it fun for me is we have experienced skippers/crew who know all about trim, sail size and racing strategies, the seriousness of the race – so I learn a lot – but who are out there enjoying the ride, enjoying the day and the camaraderie and the boats. Being part of that group is the ‘fun’. Also, I don’t get to fly a spinnaker on any other boat – and I have to say that it’s thrilling and sometimes scary to fly the spinnakers. I’m glad we have photographers taking pictures, because it’s as beautiful looking as it is exciting to do.”

Introducing experienced sailors to 5.5 Metres and encouraging newcomers to take up sailing is another vital aspect of the North American fleet and often results in mixed Canadian and American crews and some stepping aboard a sailboat for the first time.

In June, *Pride USA 31* had a second generation aboard when foredeck crew Michael Bloor’s son Colin joined his dad and skipper Joe Strelow for his first ever sailing experience. “It was a lot different than I imagined,” Colin said. “I’ve never sailed, it’s always been powerboats, wakeboarding and tubing. It was a much different experience today – and I’ve never felt so unintelligent,” he said with a laugh.

The physicality was unexpected too. “I was surprised by how physically demanding it is. I thought it would be easy to move sails around and it is not.

Despite the steep learning curve Bloor said, “I’m really excited to be here. I like trying new things.” And that is music to the ears of the NorAm group that values camaraderie and cooperation as much as competition.

That being said, the entire field is getting much stronger, faster and more competitive with plenty of lead changes throughout, and every race is anyone’s to win. That competitiveness was obvious in the distance races.

In June the energy was palpable following the distance race. After nine nautical miles three boats were pushing for the line to cross within three seconds of each other. Then in a repeat performance, the finish in the August 8 NM distance race came down to mere metres – and all boats finished within 11 minutes.



Smiles all around: *Pride USA 31*’s skipper Joe Strelow (right) and crew Michael Bloor (centre) are introducing sailing to Bloor’s son Collin who stepped aboard a sailboat for the first time and was thrilled with the unique 5.5 experience. Photo: Jennifer Harker



The North American fleet welcomes newcomers to sailing and to the 5.5s, encouraging everyone to stretch their skills and embrace the experience. Long-time sailor Kathryn Gallichan loves the camaraderie of the 5.5 Metre fleet – as well as the excitement of flying a spinnaker, something she doesn’t get to do in any other sailboat. Photo: Jennifer Harker

Veteran racer Daryl Baxter filled a last minute crew spot on *O’Kelly CAN 79* and loves the simplicity of the boats. “I do a lot of racing. I’ve sailed my whole life but I love class design racing – I usually sail Beneteaus and Sharks. I love the one design, the simplicity is the appeal of 5.5 boats, there are no cruising amenities, they are made for racing.”

The day lived up to his expectations. “It was fantastic, an absolutely amazing day with lead changes and close match racing which was really nice.” He too said it was unbelievable that the finish came down to a few metres after eight nautical miles.

REGARDLESS OF THE results on course the outstanding camaraderie on shore is a large part of the appeal of the NorAm group and newcomers quickly become part of the action.

Inga Rinne sails with her husband Matt Cowan aboard *Purple Haze USA 51* and said a decided lack of egos amongst the group is a big positive for her. “What keeps us coming back is the sense of camaraderie mixed with friendly competitiveness. Anyone is prepared to help you out (or lead you astray) and give you tips on sailing faster – and there is a shortage of egos in the crowd.”

She enjoys the connections with others who share the passion. “There is a sense of being communally involved in an enterprise that isn’t entirely rational – just fun,” Rinne said. “It’s the joy of making relics go fast.”

The North American 5.5 Metre group likes to share that joy and spirit with the local community, raising funds to give back, supporting the local hospital, the sailing school at Midland Bay Sailing Club and Atlantic Challenge Canada, a group that trains youth to sail and row in preparation for the International Contest of Seamanship with youth from over a dozen countries in Maine, USA in 2024.

What began a decade ago with four boats and a small core of Canadian and American sailors who gathered to race for three days has grown into a twice a year event that has seen 15 different 5.5 Metres and a pool of over 100 sailors experience the unique camaraderie, cooperation and competition that is the hallmark of the racing centre in Midland on Georgian Bay.

This year’s regattas are planned for 20-23 June and 26-30 August, 2024.

Small but fine fleet in Austria



Last year, the Austrian fleet once again organised the now traditional Salzkammergut Prize. This event is a meeting place for classic boats, evolution boats and modern boats. It is a pleasure that friends from neighbouring countries visit us every year.

Pittwater, GER 110, *Ali Baba*, GER 125, and again *Lady Luv*, GER 8, came from Germany. *Forza del Destino*, SUI 211, a Swiss boat, also came for the first time.

On the first day of the regatta, the Traunsee taught the sailors what shifting winds can be like. Two races were sailed in a capricious, shifting westerly wind from a bad weather front. In the evening, over beer and good food and probably more beer, the participants discussed at length how it was possible for an Evolution boat and a Classic boat to top the rankings.

On the second day, a strong southerly wind blew out the clouds of the bad weather front. The wind was strong and not shifting. It turned out that the Modern boats are simply the faster boats in such conditions. Three exhausting races were sailed. After the three races of the day, a good meal and beer awaited the sailors.

On the third day, a light fair-weather wind from the north arrived around midday. On this day, tactics were once again crucial. Shortly before the start, a self-propelled starting buoy moved, which suddenly favoured one side of the start.

Ali Baba, GER 125, won the regatta just ahead of *Arcano*, AUT 24, and *Wasa V*, AUT 66 and was able to take home the

DIRK HARMS REPORTS ON THE 2023 SALZKAMMERGUT PRIZE AND LOOKS FORWARD TO 2024



salt stone again after three days of sailing in a beautiful setting. Once again it was clear that the Yardstick classification creates equal opportunities between Classic Boats, Evolution Boats and Modern Boats.



A great welcome and restoring Löwi



Ever since Susanne Struth was a child, she has been attracted by the 5.5 Metre class, and when an opportunity presented itself in 2021 to try out a boat through the German Class Association, she turned up to sail the 2021 German Open on the Wannsee on *Pittwater*. That led to buying the ill-fated *Paula*, before acquiring the former *Ali Baba*, now renamed *Löwi*, which was refurbished and relaunched in 2023.

Susanne grew up around sailing, mainly sailing an H Boat owned by her parents, “My parents own an H Boat for about 30 years now – so I ‘grew up’ with this boat. When I was six years old, I started sailing an Optimist and later competed in some large races in The Netherlands, Switzerland and on the Baltic Sea. After that, I focused on my other favourite sport – field hockey. At that time there was not that much time for sailing and

apart from a few local races, we were more out sailing for fun with friends on the H Boat.

“Our Club in Essen is located at the Baldeneysee, a reservoir of the Ruhr river. With an area of about 2.5 sq km, a length of about 7.5 km and a width of about 350 metres, it is not large, but we are happy to have such a sailing area close by. ETUF, our club, has a very active sailing community, hosts many races and is particularly active and successful in its youth work. There are very different boats in the club, whereas the keelboats are mostly Folkeboats, Dragons, H Boats and J22s. In addition to the option of hiring club boats, you can sail alongside other sailors at the club regattas that take place once a month and get to know different boats (and sailors) in this way.”

Apart from sailing Susanne still plays field hockey and likes to run and bike. “And, only ‘alongside’, I work as lawyer! Few people may perhaps know that I have my own workbench in my cellar and like to do woodwork in my spare time. We are currently working on our boom support, which we had to shorten a little and which will be repainted. An upcoming project is the restoration of some of the wooden parts like the handrails of my parents’ H Boat.”

EARLY ATTRACTION

Susanne first came across 5.5 Metres when she was two years old, while her parents were on vacation in Brittany in 1994. At that time the 5.5 World Championship was taking place in Crouesty. [Incidentally that year there were 41 boats and it was



Top and right: In *Löwi* at the 2023 German Open at Tutzing
Left: 2022 German Open at Glücksburg

won by Dominique Lauener from Kalle Nergaard and Marc Pajot.]

“My father was especially fascinated by the beautiful boats and walked to the pier every morning to watch the boats leave the harbour. He took some great photos, which we digitised and published on the 5.5-inventory page.

“After that, the 5.5s were always in the back of our family’s minds or we looked at them when we saw one or more boats in some sailing area or harbour. During my time as a student, I looked at the 5.5 homepage from time to time and was still impressed by the great boats – and the fantastic photos by Robert. One day I saw the advertisement ‘Test it now!’ on the German homepage. That was during the corona pandemic and I thought I’d just write an email and see what happened. Kaspar replied to me just a short time later and that’s how things took their course. Only a few weeks later Kaspar arrived with GER 110, *Pittwater*, at our club in Essen.”

Pittwater was the German class association boat, a Ben Lexcen design built by Hudson Boat Building, in Sydney, Australia. It was intended to be used by Australian crews to reciprocate for the hospitality received by German crews at the 2020 World Championship in Pittwater, near Sydney, Australia. However, then Covid happened so the boat was made available to a German crew through the class website.

“Kaspar showed and explained everything to us and we sailed together. After a few training sessions in Essen, we went to the German Open in Berlin with *Pittwater*. From the moment we arrived, all the 5.5 sailors were very kind to us. We were really impressed how everyone in the class helped and supported each other. We were also enthusiastic about the different boats. The



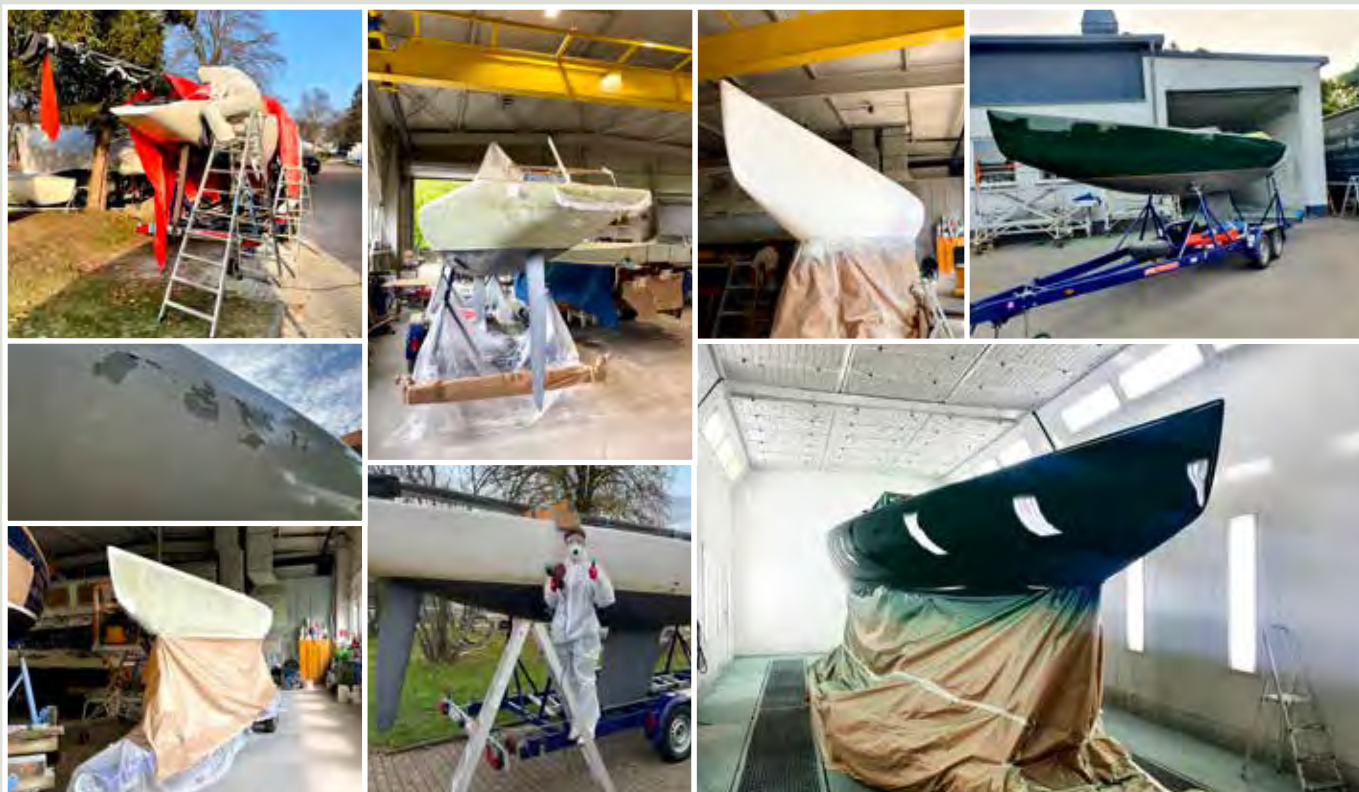
In *Pittwater* at the 2021 German Open on Wannsee – though unfortunately only one race was sailed because of light wind

stunning Classics, the beautiful Evos and the Moderns looking like ‘Formula 1’ – we found it fascinating that all of these boats belong to the same class and showed the development of boat construction over the years.

THEN ALONG CAME GER 102, PAULA

“In Berlin we kind of swapped *Pittwater* and *Paula*. After testing *Paula* for the rest of the season, we decided to buy her in winter 2021/22. Although she was already in good condition, we carried out some work on *Paula* in the winter and went back into the water in Essen in March so that we could try things out before





The various stages of bringing SUI 199, now named *Löwi*, back to her full beauty

the Osterregatta in Thun. Unfortunately, only one week before the race, *Paula* was struck by lightning at her mooring and sank. After being rescued with a lot of help from sailors at our club, it turned out that *Paula* had been severely damaged in several places by the lightning strike. As we loved the wooden boat, it took us a long time to decide what should happen to *Paula*. We asked various experts whether a repair would even be possible and how much time and money would be required. At some point we decided to look for a new owner for *Paula*, as a repair would have been too time-consuming for us and too expensive if carried out by a shipyard. We are very happy that we have just recently found a potential new owner. He aims to pick up *Paula* in January or February and repair her. We would be very happy to see *Paula* back on the water one day.”

However, SUI 199 was for sale on Lake Thun. SUI 199 is a Sebastian Schmidt-design built in 1996 by Steinmayer, formerly *Ali Baba*, owned by Bruno Marazzi and finished second in the world championship twice, in 1997 and 1999.

LÖWI

“As we knew beforehand, she had an issue with the gelcoat, which had peeled off in some places on the freeboard. Apart from that the boat was in good condition, so we decided to buy and restore her. After the boat performed quite well at the 2022 Swiss Open in Brunnen and we had some nice sailing sessions in Essen in the Autumn, we started to remove the old gelcoat in November 2022. In the meantime, we had found out that faulty gelcoat was the cause of the delamination and thus removal of the entire old gelcoat would be necessary but would most likely help to finally solve the problem.

“As we do not have large halls in our club, we had to work outside. It took us many lunch breaks, late evenings and weekends in the cold, but by February 2023 we managed to remove about 90 per cent of the gelcoat. After that, we brought the boat to a shipyard, where the rest of the old gelcoat was removed, and new surface and varnish were applied. While the experts were working on the hull, we carried out some work on the mast. The protecting varnish on the carbon mast had also started to delaminate, so we removed

that. After finishing our work, the experts applied new varnish also on the mast. When we picked up the boat in the shipyard, we had to install most of the cleats and ropes again, as they had all been removed and cleaned. We also changed some of the ropes and renewed the backstays (Dyneema instead of wire rope) and the blocks in the back of the boat. Lastly, we restored the wooden tiller – a nice woodwork.

Though technically a Modern, in terms of design and performance, the boat is more of an Evolution. The shape dates back to the early 1990s, but decisively it was probably changed very slightly after 1994. Therefore, it is currently classed as a Modern, as the limit is set at the year of 1994.

“The technical committee has submitted a request to raise the limit for Evolutions to the end of 1996. This only affects a few boats, all of which are more like Evolutions in terms of performance and design. We will of course be happy if this is taken into account and the limit is raised internationally to 1996.”

In terms of performance, “We like her being a rather small (9.0 metres) and lightweight (1.9 tonnes) boat. She has no trimtab, but a carbon mast. Although we still have to renew some of the cleats and ropes, she is already performing very well. During the German Open in Tutzing last year we were pleasantly surprised about her good performance – and the look, the dark green was a good choice.”

So far Susanne has competed with all female crews and in 2023 there were two all-female crews taking part in the German Open at Tutzing.

“Going with two female crews to the 2023 German Open was more a spontaneous idea, as there were four female sailors who wanted to come to Tutzing and – as it was not clear until a few weeks before the event whether GER 120 will be ready in time – we still had GER 84 *Ali Baba* as a loan in our club. We will see if it is possible to come with two all-female crews to some regattas in 2024. In general, we are not committed to competing only as all-female crew, this happened more by chance - but of course it would be nice if more women in general decided to sail or even steer the boats.

“The other girls were sailing on other keelboats like Folkeboats, H-Boats and Dragons for a long time. They were also very happy about the atmosphere in the class and how everyone supports each other.”



From top left: With Nina Zibuschka Pia Matscheroth-Brodwurm in Pittwater in Glücksburg 2022; Winning the Lovana Cup (Best under 35 helm at German Open) in Glücksburg; Sailing with Juliane von Hagen and Lisa-Catherine Eichhorn in Brunnen in 2022; Focussed in Glücksburg in 2022
Below: With Maren Hülser and Nina Zibuschka in Tutzing in 2023

PROMOTION

As a beneficiary of class promotion, Susanne has very relevant views on how this can be achieved.

“Events like the German ‘Test it now!’ programme are a good idea. I think it is important that sailors can come and see the fantastic boats and just try out sailing without much effort. That’s why I think the idea of lending out unused boats for several or even individual regattas is a good one. That’s not easy as the owners are understandably attached to their boats and are reluctant to let them out of their hands. Also, you need people to look after the boats and take responsibility for them. There are some sailors who have two or more boats, and if they go to a regatta themselves and lend the second boat to other people for the same regatta, this is of course ideal for beginners, as they can always ask the experts. This has already been done to some extent at the German Open in Tutzing and worked quite well – but it is of course more work for the owners. Perhaps it is also an idea to sail more with alternating crew members and, in particular, to take young, inexperienced people on board as crew to get them excited about the class.

“Above all, the sailors are all very friendly and helpful and there are great events where you can meet sailors from different countries. In my opinion, this is important because you spend a lot of your free time doing this and it is important that you have nice people around you. There is also a large selection of used boats from different years of construction if you want to buy your own boat. If you enjoy getting to grips with the technology of the boats, the 5.5 is ideal because – unlike the severely limited standard classes – it allows you to try out a lot of things to make the boat perform better.

VENUES

On venues? “As we are not that much ‘seaworthy’, we would like to see the major events solely on lakes :) No, just kidding – it is awesome that the major events take place in various sailing areas and that those areas are all beautiful places. If possible, we try to arrive a few days before the races start or to stay a few days after the races finish for a short holiday.

“For us, the Swiss Open in Brunnen was a memorable regatta as the Vierwaldstaetter See is a very lovely place, the weather was

awesome and there were some nice events on land. Also, the Robbe and Berking Sterling Cups were great regattas, as it is always very impressive to sail together with the 12 metres.

The problem as ever is bringing in new and ‘younger’ sailors to what is mainly a class of ‘older’ sailors.

“It is difficult for younger sailors to start with an own boat in the class – the boats themselves are expensive, transportation and organising other crew members for the races takes much effort, financially and timely. Therefore, I think the idea of lending boats to younger sailors or take them on board as crew members as mentioned before is a good idea.

“And – but in our experience this is already working very well – it is important that the experienced sailors support the young ones and help them in particular with handling the boat and any questions they may have. Of course, we also had to make our own experiences, but it made it much easier for us to get into the class because we were able to learn a lot from the experience of the others.

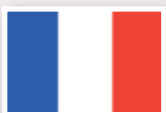
And finally, plans for 2024, and beyond? “In general, we plan to sail four or five regattas in 2024. Above all, we want to gain further individual experience and find out how to set up and sail the boat so that it performs optimally.”





The French Saga of the 5.5 Metre Class

AS THE CLASS LOOKS FORWARD TO THE 2024 WORLD CHAMPIONSHIP IN BENODET, **JEAN-BERNARD DATRY** LOOKS BACK AT THE HISTORY OF THE FRENCH FLEET. THANKS TO MONIQUE DELAPORTE-GUILLET, GILLES BRÉTÉCHÉ, MARC PENTHER, ALEXANDRE DE CENIVAL AND MANY OTHERS. PHOTOS © PASCALE MENGUY-GUITTONEAU AND THE FRENCH CLASS



From 27 August to 6 September 2024, the Yacht Club de l'Odet will be organising the 5.5 Metre World Championship. This will be the sixth international 5.5 Metre championship organised by the Yacht Club de l'Odet, after 1977, 1980, 2003, 2013 and 2017. It's worth taking this opportunity to look back at the history of the 5.5 Metre class in France since its inception.

PIONEERS

The first French 5.5 Metre was *Gilliat IV*, FRA 1, designed by Eugène Cornu and built by Bonnin in Arcachon. It was ordered by Albert Cadot, who had already raced in the 1948 Olympic Games in a 6 Metre in Torbay.

After the adoption of the 5.5 Metre for the Olympic regatta, France was represented in Helsinki in 1952 by *Damoiselle II*, FRA 2, a boat designed the same year by Jean-Jacques Herbulot and built at the Barrière shipyard in Arcachon. Jean-Jacques Herbulot, French naval architect, is the father of the 'Vaurien', a popular French dinghy, and the sailboat school 'Caravelle'. This boat was sailed by Dr Roux-Delimal, accompanied by Jacques Allard and Noël Calone. However, its ranking (14th out of 16 nations) remains modest. The boat then became *Armide*, *Bewitched*, then *Bagheera*, to the Penther brothers whom we will talk about later.

From this period, the French naval architects François Camatte and Eugène Cornu were interested in the international rule. They both designed many 6 Metres. The 5.5 Metre allowed these architects to perfect their reputation. François Camatte designed from 1950 several 5.5 Metres, including *Damoiselle III* (FRA 4) for Mr Roux-Delimal, *Sévigé III* (FRA 5 in 1954) for Mr Rouzaud, and *Phérouza* (FRA 9) for Mr Michel Eugène Cornu, designed for French or Swiss owners, *Gilliat IV* (FRA 1) in 1952,



Clockwise from top left: *Gilliat IV* in Arcachon; Tac (F 22), *Snowten II* (F 6) and *Wistful* (FRA 27 ex US 24); *Alibi* (FRA 13) with Daniel Guillet at helm; The Poulguen wharf in 1960s.

Gilliat V in 1953, *Snowten II* (FRA 6), *Napoléon 56* (FRA 10) for Jacques Lebrun, *Alibi* (FRA 013), *Gilliat VI* (FRA 15), *Glana IV* (SUI 20) and *Artemis II* (SUI 24) for Willi Pieper.

Albert Cadot was one of the first skippers to introduce the 5.5 Metre in France and ordered *Gilliat V*, FRA 8, to a Eugène Cornu design, built by Dossunet in Joinville-le-Pont between 1953 and 1954. He secured a strong second place at the Scandinavian Gold Cup in 1955 in Sandhamn. A year later, at the Olympic Games in Melbourne, Albert Cadot, Jean-Jacques Herbulot and Dominique Perroud helmed *Gilliat V*, and obtained an honourable



Clockwise from top left: Baptiste Aubin, builder, and Jean-Marie Le Guillou; Going to Neuchâtel - *Janaël*; *Janaël*, FRA 29, in Neuchâtel; *Némésis* (F 107-FRA 42) in Bénodet 1977 'starboard!'; Jean-Marie, Nicolas Le Guillou, and Daniel Tassin in Sandhamn, World Championship 1969 • Left: *Joker* in Porto Cervo

sixth place out of ten competitors. This boat later became *Fugue III*, *Peer Gynt*, *Grepon*, then became *Gilliat V* again. Now, it belongs to the Conservatoire Maritime du Havre.

Jacques Lebrun is a French sailor who had already participated in the Olympic Games of 1932, 1936, 1948 and 1952. He had even won the gold medal in 1932 on *Snowbird*, a small American dinghy. In 1960, during the Naples Games, with Louis Chauvot and Pierre HA Buret, he could not do better than 18th out of 19 nations on *Snowten III* (Copponex design - Plojoux Corsier-Port builder, FRA 16).

THE NANTES PERIOD

In 1958, the first two 5.5 Metres arrived at SNO (Sport Nautique de l'Ouest), a French club on the banks of the Erdre river, founded in 1882, and where one sailed in particular in 6.5 Metres and 6 Metre boats.

A small group of enthusiasts, under the leadership of Jean Le Guillou and Daniel Guillet and a few skippers (Lebec, de Berc, Parré...) from Sport Nautique de l'Ouest moved from 6 Metres and 6.5 Metres to more modern 5.5 Metres from 1958. Some had their boats built by French shipyards, others bought boats on the international market that already had a pedigree: the boats are called *Siata* (FRA 11), *Ballon Rouge* (FRA 12), *Sagamore* (FRA 21), *Tac* (FRA 22), *Maison Rouge* or *Lord Jim* (ex *Yeoman X*, FRA 25), *Wistful* (FRA 27), *Klipp* (FRA 31), *Alibi* (FRA 13), *Alibi 2* (FRA 32) and *Cybèle 1* (FRA 34a), *Cybèle 2* (FRA 38) and *Cybèle 3* (FRA 34b).

Many French Cups were organised between the Erdre lake or in the ports of La Baule and Le Pouliguen as well as in the Mediterranean, in Cannes.

During this period, some of these boats were built at Baptiste Aubin's shipyard, located first on the banks of the Erdre river, before settling in Trentemoult on the banks of the Loire river. Some enthusiasts themselves designed their own 5.5, such as Daniel Guillet and Parré with *Alibi 2* (FRA 32). At the 1965 and 1966 World Championships, Jean-Marie Le Guillou helmed *Lord Jim* (FRA 28 ex *Yeoman X*) and ranked 12th and 17th respectively.

In 1968, the crew Pierre Brétéché, Gilles Buck, and Roger Tiriou came first in the international French championship in Hyères, then, in the same year, sixth out of 48 in the European championship in Neuchâtel, which earned him the selection to represent France at the Olympics Games of Acapulco. He had just acquired *Janaël*, FRA 29, designed by Britton Chance Jr. and built by Egger. In light wind and choppy conditions, he finished 10th out of 14 participants.

Pierre Brétéché, a surgeon and a great sportsman and his teammates Gilles Buck and Roger Tiriou were members of Sport Nautique de l'Ouest. He was also a seasoned Moth and 505 dinghy helmsman.

The best result was however achieved by Jean-Marie Le Guilloux, teamed with Nicolas Le Guillou and Daniel Tassin who won the world championship in 1969 in Sandhamn, Sweden, on *Cybèle III*, FRA 34, a boat designed by Britton Chance Jr and built by Egger.

A last European Championship was organised in la Baule in 1970.

The enthusiasm gradually faded when the 5.5 Metre lost its Olympic status and was replaced by the Soling. The Le Guillou crew and others then adopted this new boat, with which they placed fourth at the 1972 Munich Olympic Games. However, many crews gave up these exceptionally elegant boats.

IN SOUTHERN FINISTÈRE

From 1970, around a small group of enthusiastic 'Bretons', and in particular the brothers Pierre and Marc Penther, activity in the Class was reborn. Convincing their friends in this way, these sailors bought back classic boats, and created an emulation between La Forêt Fouesnant and Bénodet. The first Penther boat was *Armide* (1952), then *Arion* (FRA 21- Olson), followed by *Tara* (FRA 41), and *Némésis* (FRA 42). They took with them PY Délhèmes (*Goya*, FRA 24), Piriou (*Lord Jim*), Le Page, Bavière, Démaret (*Kreiz an Aël*, FRA 35) who then bought 5.5 Metres.

This small group of Breton sailors then succeeded in convincing the president of the International Class, Thomas Sprecher, to organise a world championship and then a European championship in French Brittany waters, at Bénodet. The highlights of this Breton period remains the organisation in 1977 of the world championship in Bénodet, won by the Australian helmsman Harold Vaughan on *Antares II* (AUS 31), followed by *John B* of Robert H. Symonette, and *Odysée* of Jean Lauener. Then in 1980, still in Bénodet, the European Championship where the French, Pierre Souben, managed to rank second behind Thomas Sprecher, with a 14-year-old design, the famous *Janaël* (FRA 29 - Britton Chance Jr - Egger), which had been taken to Acapulco by Dr Brétéché, but which had been rebuilt by Egger in cold molded wood that made the boat more efficient, after an unfortunate road accident.

Marc Penther, a colourful character, who even represented the French Class in Nassau in 1981, where he was elected vice-president of the international fleet, still keeps fond memories of it. A little later, in the 1990s, the Penther brothers decided to go racing with the 6 Metres.

THE YEARS 1988-2000

Under the leadership of Didier Greggory, Michel Vanek, and later Christian Hauvette, the French Class revitalised itself and had more than 20 enthusiasts. This period saw the creation of the French Association, intended to encourage and promote regattas for these exceptional keelboats. The French mainly sailed on old boats, but some acquired new steeds: Didier Greggory sold *Candy Store* (ex *Némésis* of Ted Turner) and bought *John B VII* (Muir, 1985) from Bobby Symonette, which he then sailed at the world championship in Nassau in 1992, then in Norway. Souben took over *Warrior III* (Lexcen - Muir 1987), and Christian Hauvette had the Swiss Philippe Kolly *Lafayette 2* (FRA 45 - Meier - Schmidt design) built after owning two boats, *Alibi*, the first, and *Lafayette* (SUI 123 - Fay - Luders - Egger), which was recognisable by its canoe bow

In 1993 Jean-Pierre Moinard produced the first one hundred per cent French modern 5.5 Metre, *Auguste 1er*, FRA 47, of that period, designed by Jean Berret and Olivier Racoupeau at the dawn of their association. At the same time, some Swiss boats, such as *Chlika-Chlika*, were built in France at Charlie Capelle and the aluminium masts came from our riggers. Other boats came from abroad like *Salamander III* (FRA 48 - Muir ex *Southern Five*), *Mallo-Rhu* (FRA 40 - Ohlson - Baumann - ex *Toucan III* - 1968), with the French Association numbering approximately 22 members, located mainly on the Atlantic coast. Boats were sailed on the Morbihan coast between Crouesty and La Trinité sur mer.

At the initiative of the French Class, the European Championships were organised in Cannes in 1989 and 1993, then at Crouesty in 1997, and again in Cannes in 1998. In 1994, the Crouesty World Championship brought together 40 boats and the tenors of the Class. The highlight of this period remains this World Championship won by *Odysée Jr* by Dominique Lauener, and where the best Frenchman, Marc Pajot, silver medal at the 1972 Munich Olympic Games in Flying Dutchman, ranked third with a rented boat, *Romeo and Juliet*, SUI 180.

FROM 2000 TO TODAY

Under the leadership of Christian Hauvette, a Parisian architect, who assiduously participated in international regattas with his *Lafayette* (FRA 45 - Meier Schmidt - Kolly - 1994) in varnished cold molded wood, then from 2007 with *Stradivarius* (FRA 52 - Sébastien Schmidt - Kolly), the French Class was developing again. In addition to the two boats of Christian Hauvette, in the French regattas *Cybèle II* (FRA 38), *Joker 8* (FRA 50), *Bagheera VIII* (FRA 43), *Korrigan* (FRA 19), *Auguste 1er* (FRA 47), *Southern Five* (FRA 48), *Favorita* (FRA 54), then more recently, *Twins XII* (FRA 25), and *Enez C'lass 2* (FRA 63) and *Blue Jack* (FRA 61 ex USA 93) are regularly present. The main regattas are, between 2004 and 2015, the French Cornwall Cup in Bénodet, then, for a few years, the Grand Prix de l'Ecole Navale at the initiative of Gurvan Jaouen, a French naval officer. The Jaouen brothers have between them three 5.5 Metres; two classics and an evolution.

During this period, the French class regrouped on the Atlantic coast between Brest and Noirmoutier. A few boats, used as day-boats, sail in the Bassin d'Arcachon.



Clockwise from top left: *Bagheera VIII* and *In-Extremis* – Belle Plaisance 2023; The French Class magazines between 1988 and 1998; Gurvan the lone sailor in FRA 19 in 2023; *New Life* wins the Pierre Penther 2023 Trophy • Below: *Joker* and *Enez 2* upwind – Belle Plaisance 2023

Since 2016, at the instigation of the Atlantic Metric Association (AMA), which brings together the three International Classes of 8 Metres, 6 Metres and 5.5 Metres, the Metric Challenge was created. The principle is to run three regattas in three ports: Bénodet, La Trinité, and Noirmoutier, organised by Yacht Club de l'Odet, the Société Nautique de la Trinité, and the Cercle de la Voile du Bois de la Chaize.

The same year 2016, on the initiative of the Association Française des 5.5 IC and on a proposal from the Yacht Club de Cannes, the Régates Royales reconnected with the past, and welcomed up to 19 boats from, depending on the year, Germany, The Netherlands, Sweden, Switzerland, Norway, The Bahamas, Italy, Poland and other future ones... It's a great pleasure to sail in the Mediterranean at the end of September, and at the harbour, to admire the magnificent classic big boats much larger than our boats.

And since 2020, AMA has created a French Open Métrique which brings together 8 Metres, 6 Metres and 5.5 Metres.

To reward these regattas, the French association created two trophies: the perpetual Christian Hauvette trophy, run since 2008, representing the half-hull of the incomparable *Stradivarius* (FRA 52), for the first overall, and, since 2021, the Pierre Penther trophy, reserved for classic boats.

FIVE CLUB AND SHARED BOATS

In addition, the Maritime Conservatory of Le Havre, a place of exchange and communication, whose vocation is to maintain the French yachting heritage by offering technical training, owns and maintains four classics boats, *Alibi 2*, *Goya*, *Mallo-Rhu*, and *Arion*, and would like to see them sail again. Finally, in 2023, the Yacht Club de l'Odet will acquire two boats, FRA 51 (ex *Addam-Addam*) and the FRA 53 (ex *la Soute à Voile* – *In-Extremis*) to attract young sailors to our class.

So welcome to Brittany in the summer of 2024. And if you cross the Channel after the UK Championship, the three-stage Metric Challenge is waiting for you, for the pleasure of regatta. And don't forget to try the langoustines.



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KUKURURU





Graduation

Gift

RESULTS

Enoshima Trophy
Winner in 2020-21
Podium 2016 and 2023

World Championship
Podium Classic 2023

European Championship
Winner Classic 2020

Barcolana Classic
Winner in 2015, 2018,
2019 and 2021
Podium 2016, 2017 and 2022

Italian Championship
Winner in 2019
Podium 2021, 2023

City of Trieste Trophy
Winner in 2015, 2016, 2017,
2018, 2019, 2021 and 2022



Kukururu Baglietto, designed by Swede Arvid Laurin, was the graduation gift given by an engineer's mother, Barbanti to her son when he graduated in engineering at the Polytechnic of MI (even if on Arvid Laurin's drawings from 1953 the 'official' client was the father).

The Barbanti family, originally from Rimini, had resided in Milan for some time, and had a second home in Sanremo: this was the reason why the construction of the boat was entrusted to Baglietto di Varazze.

An interesting curiosity: the designer Arvid Laurin asked, and the engineer agreed, that the hull be yellow and that the canvas deck was blue, the colours of Sweden.

Kukururu therefore always sailed in those years in Ligurian waters and in France, where she took part in numerous regattas, until the end of the 1960s, when she was sold to a new owner, from Como, who took her to Lake Como and, after a few years, he in turn sold it to another passionate sailor, also resident on Lake Como.

Kukururu was then purchased from the latter in the early 1980s, by Riccardo Zucchi, from Mandello, (also on Lake Como). He also deserves great credit for saving it from demolition to turn it into firewood and selling the lead from the keel. This was because the owner, having to move with his family to Brazil and not having found a buyer until shortly before, had thought of demolishing it, but Dr. Zucchi providentially arrived and purchased it, procuring the original drawings from Baglietto's archives (the boat had suffered serious damage to the stern during a storm and had been shortened) and entrusted it to the Caviglia shipyard in Iseo to return it to its splendid original lines.

The boat therefore remained during those years on Lake Como, until, in the early 1990s, it passed into the ownership of Mr Ugo Baravalle, who had it restored at a shipyard on Elba, specifically purchased to restore boats from his well-known and important collection.

After sailing and racing again for a short period in Ligurian waters in Sanremo, he placed her in his museum, on display, in Turin, where she remained for seven years in the company of numerous other boats.

In 2007 the engineer, Giuseppe Matildi bought her from Baravalle and took her to Argentario, where she sailed until 2011.

From 2007 to 2010 the boat remained in the colours chosen by Mr Baravalle, the yellow hull with the red deck (he made it like this, he told me, because 'Kukururu' was the call of a South African bird, which had precisely these colours).

In 2010 she was restored by the prestigious Cantiere dell'Argentario. The hull was given a new colour, which is the current one, namely



From top: Historic racing in Cannes, 1953 • Before modification • 3di sails in Tutzing • Under spinnaker



the ivory topsides with the pearl and gold leaf name, the desert sand coloured deck and the graphite coloured topsides.

At Argentario the boat was used for pleasure, except for having participated in two editions of the Panerai Trophy, making a good impression, with the livery still yellow.

In 2011, Eng. Matildi decided to take her to Lake Maggiore at the Sasso Moro shipyard, where she is still located (in the company of other 5.5 Classics), entrusting her to the expert care of Enzo Marolli, to develop the equipment in order to make the boat competitive in class regattas.

As for the sails, he relied on Guido Cavalazzi, well known for having been the head sailmaker in seven America's Cups and among other things for two years he was part of the *Kukururu* crew with Lorenzo Sclano and the owner.

After which, from 2011 onwards *Kukururu* was exclusively used to race both in Italy and around Europe with the flag of the Yacht Club Adriaco of Trieste.

The 'historic' crew of *Kukururu* from 2012 to today is made up of the owner, Giuseppe Matildi, Luca Marolli and Alessandro Marolli.

EVOLUTION

The updates made to improve performance and governability were: replacement of the wooden mast with an aluminium one, reinforced with 4mm rod rigging, with millimetre turnbuckles.

The changes to the sail plan, taking advantage of the new tonnage, include the adoption of a self-tacking jib with the maximum possible surface area and the boom at the maximum height permitted by the regulations.

As for the sails, following the development of the materials, we moved from the mylar membrane with Kevlar reinforcements to 3DI.

In regattas reserved for classic boats, Dacron sail are used.

The original deck plan included four winches for the sheets and two levers for the flying shrouds, with the various manoeuvres all above the deck.

The updated one has all the manoeuvres under the deck, so that it appears clear and efficient.

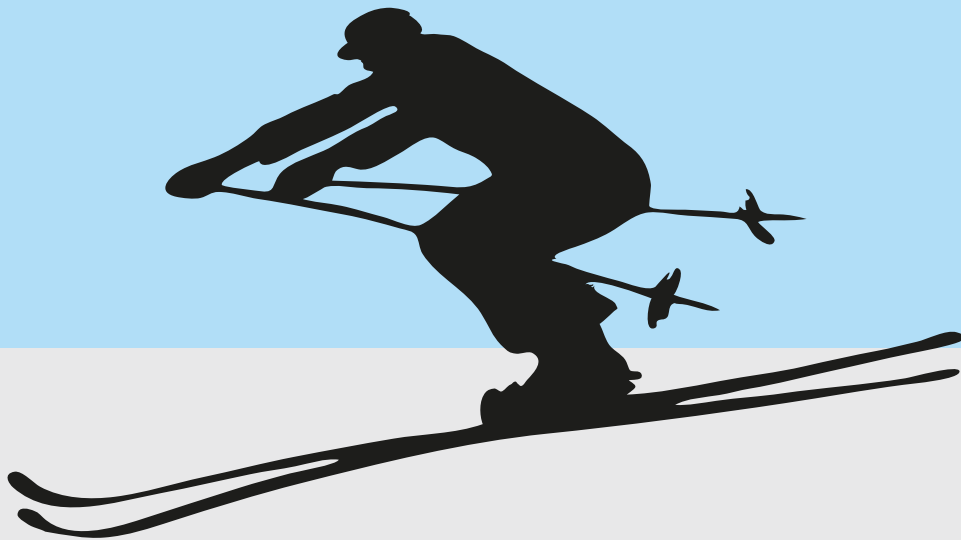




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The 5.5m Inventory relaunched

COMPILED BY KASPAR STUBENRAUCH

Thanks to the work of its initiator, Seb Schmidt, the support of the International 5.5m Class and individual sailors, as well as the tasks completed by the previous and actual software engineers, the 5.5m Inventory has recently been relaunched.

Over more than 17 years, historic and actual data and images had been compiled, while the old software base became outdated and in the end not fit for the coming years, so it has been completely renewed and updated. The new page can be seen below.

Further to this work, today we have one of the most complete historic mirrors of any existing sailing class.

As the 5.5m Class is a Construction Class, with ongoing design developments and new boats, the Inventory not only covers an emotionally driven overview of the history of the class, but also presents the current status of each individual boat and their regatta activities.

Sailors are most welcome to contribute with further boat data, certificates, results and photos as well as comments, on what is making the specific enjoyment, to be on board of these fascinating racing machines.

The site can be accessed here: www.5.5inventory.org
Just register and then you can assist in expanding the data base in the future.

On the other hand, as well as data collection, there are many other

benefits that the 5.5m Inventory has generated over the years.

In many countries, sailors gained access to the activities of the 5.5 Metre Class through the Inventory web-presence, be it with starting to crew or by buying a boat.

Choosing the right boat for local waters has been made easier with the availability of images and boat data, as well as comments sections.

Another point resulting from the 5.5m Inventory, has been the chance to display the existing 5.5 Metre boats worldwide, in different aspects, summarized annually in the 5.5 Metre Boatcount.

Not only does the Boatcount show statistical numbers, it also reflects the countries where the International 5.5 Metre Class has regained racing activities over the years, which before had been a bit dormant, 5.5 Metre-wise.

To all of you: Be Welcome on Board!

5.5mIC World Fleet Online Database

Search:

Boats Countries People Statistics Contacts

Quick forewords

The aim of this participative wiki-type website is to take advantage of the well-named World Wide Web to collect and make public as much information as possible about the x 5.5 metre International Class x yachts, born in 1937, and to build up a documented history of the Class.

4094 documents, links and infos have already been uploaded and made accessible to everybody via the web, since the creation of this wiki in November 2005. [More]

Latest contributions

USA-42	2024-01-06	Kaspar Stubenrauch
Added new owner Dominique Duchemin for boat FRA-048.		
USA-39	2024-01-06	Kaspar Stubenrauch
Added new owner Eugene Kokbas for boat CAN-081.		
USA-36	2024-01-07	Daniel Rossi
Added photography «USA 96» to the gallery.		
USA-36	2024-01-07	Daniel Rossi
Added photography «USA 96 constructions» to the gallery.		
USA-39	2024-01-07	Daniel Rossi
Added photography «USA 96 lifts 2» to the gallery.		

Latest added boats

GBR-43	2023-03-31	Kaspar Stubenrauch
Added the new boat: 'The Jean Genie 2' currently located in [GBR]		
USA-32	2023-03-21	Kaspar Stubenrauch
Added the new boat: 'Fantasy' currently located in		

How to contribute ?

Participation is free and open to all, but is subject to prior registration. Anybody can contribute by adding information, gossip, tips, pictures, drawings, rating certificates, racing results, whatever is useful for this history... and also by participating to the maintenance budget via the crowd funding [to come, work in progress]. The language used on this website is English and the interventions are signed [no anonymous contribution].

Sources of the intro: [the World Class association website and the Wiki media dedicated page.]

Discover

All Baba on Lake Traunsee, Salzburgmergal Preis 2022

Latest Photos



Status
15.01.2024

International 5.5m Class – Boatcount 2024

© K. Stubenrauch

Sellg
New
Refit
4Sail

Status	GER	SUI	ITA	FRA	AUS	FIN	AUT	USA	NOR	NED	SWE	CAN	BAH	GBR	EST	GRE	DEN	UKR	POL	AHO	RUS	LAT	Total
Boats sailing	76	71	24	36	24	18	20	14	14	11	9	6	3	3	2	2	1	2	1	1	1	1	339
New b. being built																							0
Refit / On land	12	3	20	3	2	3		3		2	2	2			1		1				1	55	
Boats	88	74	44	39	26	21	20	17	14	13	11	8	3	3	3	2	2	2	1	1	1	1	394
Classic	51	16	40	22	11	19	10	14	4	7	7				3	1	1	2			1	1	218
Evolution	27	43	3	13	10	2	8	3	8	2	4	1					1						125
Modern	10	15	1	4	5		2		2	4			3	3		1			1				51
Boats	88	74	44	39	26	21	20	17	14	13	11	8	3	3	3	2	2	2	1	1	1	1	394
Youngest boat	2016	2021	2007	2004	2016	1991	2016	1989	2021	2006	1993	1985	2022	2023	1988	2008	1989	1968	2015	1954	1962	1968	
Boats 4Sail	14	5	3	6	1	6	2	1	1	3	-	-	-	1	-	-	-	1	-	1	-	-	45

5.5mR Europe	340
5.5mR Australia	26
5.5mR N.-Amer.	28
Total boats	394
All boats s.1949	722

5.5mR World's in Europe					5.5mR World's outside Europe					<Actual minimum 25 boats>																					
1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
22	21	19	19	18	40	26	24	14	18	26	52	15	24	15	20																
1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008																
33	37	18	41	12	26	32	34	36	29	36	36	27	41	38	18																
2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024																
30	30	30	37	22	37	30	35	26	25	24	24	-	23	34																	

World's cat. 2023	
Classic	6
Evolution	5
Modern	23
World's 2023	
Nations	10

Boat categories in %	
Classic	55,3
Evolution	31,7
Modern	12,9

Boatyards 1999-24	
SUI	5
GBR	3
SWE	1
DEN	1
NED	1

Designs 1999-24	
SUI	29
USA/GBR	2
GBR	2
USA	1
SWE	1
DEN	1
NED	1

Boats built 1977-2024											
1977	5	1985	10	1993	7	2001	2	2009	2	2017	-
1978	3	1986	3	1994	7	2002	2	2010	1	2018	-
1979	6	1987	5	1995	6	2003	4	2011	1	2019	2
1980	5	1988	3	1996	3	2004	4	2012	-	2020	2
1981	7	1989	20	1997	-	2005	2	2013	-	2021	3
1982	4	1990	5	1998	-	2006	3	2014	1	2022	1
1983	7	1991	6	1999	1	2007	2	2015	1	2023	1
1984	5	1992	6	2000	1	2008	2	2016	3	2024	

Boats 4Sail			
Classic	Evolution	Modern	
24	12	9	

Over the last decade, the Class has been experiencing good development, for which the annual Boatcount 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. Additional features cover boatyards building 5.5s, the number of designs and information about boats for sale, in the different categories. Together with the 5.5 Metre Inventory the Boatcount has helped to gather information on many boats. It currently shows 394 boats worldwide today – out of over 700 built.



From The Bahamas around the world

CRAIG SYMONETTE REMEMBERS 5.5 METRE SAILING IN THE 1960S AND THROUGH TO THE 1980s, SAILORS FROM THE BAHAMAS OVER THE YEARS AND OFFERS SOME THOUGHTS ON THE FUTURE OF THE CLASS

I first started sailing in the local sunfish and sailfish fleets on the Nassau Yacht Club and The Royal Nassau Sailing Club when I was 10 years old.

We raced in Montague Bay in Nassau and had annual regattas at other island locations mainly Harbour Island and Abaco Island.

It was the custom in the 1960s to attend school in the UK and it was in 1967 that my half-brother Bobby Symonette invited me to join him in the 5.5 Metre in Sandhamn, Sweden.

1968 OLYMPICS

Bobby owned a Luders design and all skippers were focused on competing in the 1968 Olympics in Acapulco. Very light winds were predicted for Acapulco and the Sundelin brothers (Skipper Ulf, Peder and Jorgen) were outstanding in their new Britton Chance design. Ted Turner also had a Chance design and did very well although he was not successful in the USA trials, which were sailed in 1968 in California. This was the first time we had seen the hard chine in the 5.5 Class.

Thomas Nadhorst from Sweden was also very competitive. The Nathorst family were involved with Hasselblad cameras and the class all watched the moon landing in 1969 when we were in Sandhamn, also because Hasselblad was the camera of choice that was featured in the landing.

Bobby did not participate in the 1968 Olympics as he felt that his Luders *John B* would not be competitive in the light winds expected in Acapulco. As it turned out conditions were 15 to 18 knots and *John B* would have been rated quite highly in these conditions. However, after the 1968 Olympics the 5.5 Metre Class lost its Olympic status and the majority of the skippers turned their attention towards the Soling class.

RECOVERY

It was in 1971 that Bobby then decided to refocus on the 5.5 Metres and he built a new boat at Pierre Egger's yard in Switzerland. It was a Britton Chance design and



also featured the hard chine as the Sundelin's yacht *Wasa* and Ted Turner's *Tiger* were considered to be fastest yachts in the class at this time.

It was during the 1968 to 1971 period that the 5.5 Metre class staged a remarkable recovery after many pundits had predicted its demise after losing so many of its owners to the new Soling Olympic Class. Both Ernie and Al Fay from Texas, Frank Tolhurst and David Forbes from Australia as well as King Olaf from Norway all contributed to make the 1971 Worlds and Gold Cup in Seawanaka, USA, a highly competitive event.

I think this was one of the most interesting periods in the development of the 5.5 Metre Class as it demonstrated to the sailing community that the class would indeed survive after losing its Olympic status.

THE BAHAMAS

The Bahamas has never had an active 5.5 Class in our waters. For many years Bobby was the sole owner. I first helmed Bobby's Britton Chance designed 5.5 Metre in 1981. From 1981 to 1984 I sailed Bobby's #2 *John B* and I later went on to own my first Melges in 1989. Gavin McKinney became the owner of Warren Muir's boat after 1981 Worlds.

The largest number of owners were in the Nassau Worlds of 1992. Basil Kelly, a renowned Snipe sailor, bought a Melges and

sailed with his sons Gary and Steven. A fourth boat was owned and sailed by Terry Hueinigen and a fifth Melges was owned by a resident, Peter Kugler, and sailed by NYC sailors James Lowe, Larry Phillips and Robert Dunkley.

Bobby passed away in 1998 and Gavin inherited and continued to campaign Bobby's *John B*. This remained the case until 2004 when I teamed up with Mark Covell and built my first *Silver Fox* in the UK. Peter Vlasov joined the team and we built our second *Silver Fox* in 2007 in Cowes. Mark Holowesko joined the class in 2015 and has been most successful in becoming the third Bahamian to win a world championship, in 2018, in Cowes.



As an amusing sidenote I have been asked the reason behind The Bahamas being the only Commonwealth country to not have a K prefix as its sail number. I am told that the reason was that there was a particular loud and unruly member of the Nassau Yacht Club whose initials were KBA. The Bahamas was fortunate to be well represented on The IYRU and our members lobbied successfully to have the K dropped from the sail number on the basis that our active international yachtsmen did not wish to spend their sailing careers looking up at the KBA initials for many hours whilst out on the water.

Our father passed away in 1980 and Bobby decided to build a new Warren Muir design for the 1980 Worlds in Australia. Bobby was successful in winning in Australia and returned to Nassau on February 15 when he showed our father the trophy. Father was very happy for Bobby and passed away the following day. It was as if he had been waiting for Bobby's return.

DEVELOPMENT

I feel the future of the 5.5 Metre lies in attracting new sailors who are able to travel and participate in the development of the class. The major changes that I have witnessed have been the separation of the rudder and development of the trim tab, the raised self-bailing cockpit, the advancement onto the road trailers and the introduction of the carbon masts.



Whilst all of these developments have proven successful in developing the modern and high performing 5.5 Metre yacht, I feel that the technical committee must be aware of new developments that will render present boats non-competitive for the sake of a few seconds performance on the race course. In taking the above into account I feel that the future development lies in attracting new owners from other classes rather than looking towards younger sailors who will go more towards the high-performance boats. Recent design developments by Peter Morton have enhanced the competitive design feature.





Brilliant future for Italian 5.5 fleet



For the Italian Class, 2023 has been an unforgettable year. Let's start from the end: we were proud to host the worlds in Porto Cervo and we wanted to show to the international fleet how much we care about the future of the class and how much we love our boats.

All the Italian boats were there with the exception of *Volpina III* because the Cesari family were harvesting the best Valpolicella wine at the time of the event (but their wine was present in Porto Cervo...) Even *Grifone* (below), the historic 5.5 boat of the Italian Navy, was competing in the event.

There are no words to describe you how pleasurable it was to stay at the Yacht Club Costa Smeralda, how professional and kind all the staff were and how well the social programme was executed. The beauty of the location is unique. Weather conditions were perfect. It was one of the most crowded worlds in the history of the class: 34 boats.

We had all the conditions: wind and waves on the first day, less wind in the other days, but always a lot of sun and good temperature. We went swimming and rested on the white sand beach every day.

Competition was hard and the title was decided on the last day. We had a lot of fun. An Italian boat: *Cibele* (above) won the Royal Kaag Cup and the Quail Cup.

The Alpen Cup in Torbole had the only Italian Modern competing with Maria Cristina Rapisardi.

FABRIZIO CAVAZZA REPORTS ON THE ITALIAN FLEET AND THE 2023 REGATTA SEASON



The Italian sailors (from top left, by row): Giuseppe Matildi (*Kukururu*), Maria Cristina Rapisardi (*5Billy5*), Stefano Cesari (*Volpina III*), 1st. Lt. Michele Renna and Cap. Alessandro Carpitella (*Grifone*), Vittorio Pozzo (*Rabicano*), Enzo Marolli (The dean of the class), Giangiacoamo Stefanon (*Violetta*), Fabrizio Cavazza (*Cibele*), Guido Tommasi (*Manuela V*)



In May and June we sailed in Lago Maggiore the Trofeo Volpina and the Italian Open in Mandello del Lario with a good number of boats and competitive and friendly crews. *Cibele* won both events.

In August we went to Tutzing and did the German Open and the Enoshima Trophy that this year was won by *Manuela V*.

In conclusion, it was a very positive season with a few new boats and the hope of a brilliant future for the Italian Class.

Johan 'Jussi' Gullichsen

1936-2023

THE STORY OF JUSSI GULLICHSEN
WRITTEN BY EERO LEHTINEN WITH HELP
AND PHOTOS FROM TIMO TELKOLA

The 5.5 Metre Class and the sailing community lost a great Finnish contributor and influencer in the spring of 2023. Johan 'Jussi' Gullichsen left behind a unique legacy in both the industrial and academic worlds, as well as in his beloved hobby, sailing. Emeritus Professor, Honorary Doctor of Technology, and Olympic sailor Gullichsen passed away on 13 May, 2023.

INDUSTRIALIST, INVENTOR, AND ESTEEMED PROFESSOR

Jussi Gullichsen was born into the Ahlström industrial family in Pihlava, Pori, on June 28, 1936. He spent his childhood at Villa Mairea in Noormarkku with his parents, cultural influencer Maire Gullichsen, and director Harry Gullichsen, along with his siblings. Gullichsen married Anna Ramsay in 1958, and they had three children.

INVENTOR AND AWARDED RESEARCHER

As a graduate of Åbo Akademi in 1962, Gullichsen became known in the industrial field as a brilliant inventor, holding over 60 registered patents. Throughout his career, he authored nearly 200 scientific articles, mainly in the field of cellulose technology, receiving numerous accolades. Awards such as the Engineer of the Year in 1984, the prestigious Marcus Wallenberg Prize in 1986, the Lampén Medal in 2004, and induction into the Paper Industry International Hall of Fame in 2005 reflect the recognition of Gullichsen's exceptional career.

PROFESSOR AND SUPPORTER

Gullichsen served in teaching roles from the late 1970s, becoming a professor at the Helsinki University of Technology in 1989. He was also recognised for his international 19-part textbook series as the second editor-in-chief. Gullichsen played a crucial role in popularizing pulp technology as a major at the Helsinki University of Technology, actively engaging with students through club activities and student trips. Supporting young researchers was a cause close to Gullichsen's heart, leading him to act on their behalf via the Gullichsen Research Colloquium, a

discussion event, and a research award in the field of paper and wood processing industries.

FRIEND OF THE SEA AND COMPETITIVE SAILOR

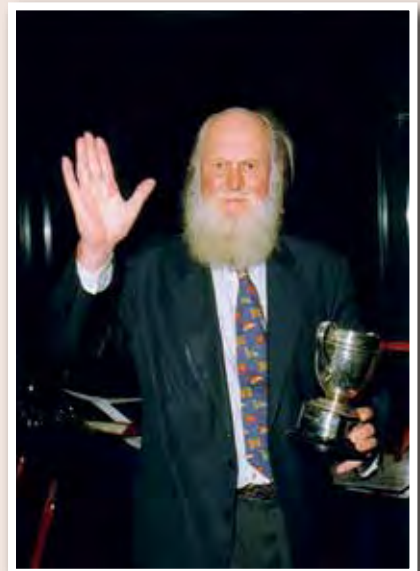
Jussi Gullichsen's beloved hobby was sailing, especially competitive sailing. Inspired by his father Harry, a renowned competitive sailor, Jussi embarked on his sailing journey with the oldest yacht club in Finland, BSF (Segelföreningen i Björneborg), where Harry Gullichsen served as commodore from 1928-54. Harry Gullichsen raced also for the Gold Cup with his 6-metre *Pohjantähti* (Northern Star).

REGATTAS AND ARCHIPELAGO ADVENTURES

The 1950s saw intense racing for Gullichsen, participating in local regattas almost every summer weekend. A fleet of small Swedish 'Långedragssjulle' keelboats with 10 sq m of sail area were in active use, giving the youngsters a perfect learning ground. Gullichsen's sailing adventures included also longer voyages, like the one around the Åland Islands at the age of 12. Reflecting on that experience later, he remarked, "I would have never let my sons undertake a similar trip."

5.5 METRE SAILING IN HELSINKI

In the 1950s, Gullichsen moved to Helsinki for his studies, continuing his sailing activities under the auspices





From Left: Jussi Gullichsen with the The Peter Fazer Memorial Trophy; *Addam3*; Jussi; Podium at Torbole Worlds in 2004
 Left: At the 2008 World Championship in Nassau, Pic: Robert Dunkley · Below left: With the Deb Trophy in Sydney in 2005

of NJK, the second oldest yacht club in Finland. His mother, Maire Gullichsen, purchased a 5.5 *Pohjantähti* for the Gullichsen brothers after the death of their father, Harry, in 1954. The boat's Finnish name and its registration under BSF's flag caused some confusion in the predominantly Swedish-speaking NJK membership: "We had to repeatedly explain our background at the club." Despite initial scepticism, experienced sailor Yngve Pacius assisted the Gullichsen brothers, and their team soon got their first chance to race in the legendary Sandhamn regatta.

The 5.5 Metre class sailed for the first time in the Olympic waters in Helsinki in 1952. The class was highly active, and the competition was of a high standard. The strongest domestic competitors were found at the NJK (Nyländska Jaktklubben) yacht club's dock, where Peter Tallberg's *Visávis*, Peter Fazer's *Teresita*, Ingmar 'Inko' Nylund's *Kisen*, and Robert Janson's *Caro* had their home base.

"We young ones adopted a new way of sailing and were hiking on the rail. The older gentlemen got upset about it and told us it doesn't belong to our class. In addition, we weren't allowed to luff them on the runs as the seniors were enjoying their lunch," Gullichsen recalled in an interview with Magazine in 1996.

JOY OF SAILING IN THE 1950S

The entire decade was marked by intense racing during the summers. In addition to regattas, time was spent on deliveries to various regatta venues. Boats were sailed to each location on their own keels, trailers were not yet heard of. They also slept on the boats, cooked with a Primus, and carried club attire in oilcloth wraps onboard. Proper dress code was expected for club gatherings, including a club jacket, pressed trousers, a white shirt, and a tie.

Sailing from Helsinki, the bows were typically pointed at Hanko, Mariehamn, and Sandhamn. Deliveries were typically done in fleets, and it frequently turned into a competition. In more relaxed moments, boats were connected to each other with spinnaker poles, allowing only one boat to require a helmsman while others could chill on the wide 'multihull' decks. During the Soviet occupation period of Porkkala area, the route west lead from Rysäkari to the open sea, and only from Ingå archipelago onwards could they continue on the inner waterways. The journey was significantly extended, but according to Gullichsen, they also made the most of it: "The restricted area was marked every mile with northern cardinal marks, and once we tried to mark each one of them with an empty bottle, but we didn't quite succeed."

ROAD TO THE TOKYO OLYMPICS 1964

In 1959, the last 5.5 Metre designed by Gösta Kyntzell, named *Inga-Lill XXXIV*, was completed at the Wilenius shipyard in Porvoo. However, the Rome Olympics in 1960 did not bring success as Peter Tallberg and his crew found the boat unsuitable for the light winds of Olympic waters. Critical of Kyntzell's design, Gullichsen admired the aesthetics but doubted its performance: "Kyntzell couldn't do calculations. The Americans came to Rome with a boat different from tradition and won."

After Rome, Henrik Paulig tasked Gullichsen with assembling a new crew for *Inga-Lill*. Jussi Salovaara and Fredrik Eklöf got the invitation, and this team went to the

invitational regatta in Estonia in 1961. Gullichsen's crew performed well, impressively beating Russian sailors in challenging winds in Tallinn coming second behind the legendary Britton Chance. They also participated in the Gold Cup organised by NJK, finishing second, and the first 5.5 World Championship regatta in Helsinki. After that Gullichsen's sailing adventures on *Inga-Lill* came to an end, leading to a new phase with Finn dinghies and the Snipe class. Gullichsen always emphasised dinghy sailing's importance in becoming a champion keelboat racer.

Construction of 5.5- Metre class boats continued in Finland and a boat named *Chaje II*, designed by Raymond Hunt and built at Vator boatyard, won the world championship in 1963. NJK yacht club purchased the victorious boat from its owner, Jussi Nemes, and asked Jussi Gullichsen to form a crew for the 1964 Olympic project. Peter Fazer and Jussi Salovaara joined the team, which headed for the international waters to showcase their Olympic qualifications.

"Results for Olympic qualification were sought from the Mediterranean and the Kiel Regatta, and they were sufficient for selection to the Tokyo Olympic team. My childhood dream of participating in the Olympics came true, and the result in Japan was not bad either. We were quite satisfied with the sixth place," summarised Gullichsen.

RETURN TO 5.5 METRES IN 1986

In the mid-1980s, Peter Fazer's interest in returning to 5.5 Metre sailing was sparked by the success of Tom Jungell, Markus Mannström, and Sakari Harima, who won the Gold Cup for Finland in the USA in 1985. Fazer asked Gullichsen about the possibility on their way back from the legendary Gotland Round offshore race, and despite initial resistance, the decision was made on the same evening. Eivind Still's shipyard in Pietarsaari received the order, resulting in the creation of *Tre Gubbar*. The trio of Gullichsen, Fazer, and Robert Mattson quickly returned to the top of the class in 1986. Their achievements included winning the King Olav Cup in Norway, securing the European Championship silver in Bénodet, and triumphing in the Gold Cup in Helsinki.

Success continued, and the team composition changed as Gullichsen pursued success both in designing new boats and on the racecourse. After Robert Mattson's interest turned to golf, Timo Telkola, North Sails' Finnish sailmaker guru, joined the team. Eivind Still built the next boat, whose inspiration came from Switzerland, where the class had reached its peak. The boat named *Addam*, completed in 1992, entered the competitive 5.5 Metre fleet but without winning. Another version, *Addam-Addam*, was finished in 1994.

An Åland Islands resident, Henrik Dahlman (1943-2020), who faced financial challenges due to the economic difficulties of the 1990s, sold his boat *Kandoo* to Gullichsen, while *Addam-Addam* was taken over by Peter Fazer. After the sudden death of Peter Fazer in 1998, *Addam-Addam* was sold, and the same fate befell *Kandoo*. But Gullichsen still longed to return to the race course.

Addam3, designed by Swiss designer Sebastien Schmidt, was built in 2003 at the Wilke & Co. Bootswerft shipyard. For

the sailing team, Gullichsen and Telkola were joined by an Åland rock star sailor, Henrik Lundberg, who had previously sailed in Dahlman's crew. The trio started with a Dutch championship and later secured second place in the Gold Cup in Bénodet with the narrowest margin to the winner. The same scenario was repeated in Sydney two years later, and that time they also clinched silver in the World Championship regatta. Undeterred by setbacks, Gullichsen, an advocate of technological advancements, turned once again to Sebastien Schmidt. This led to the creation of *Addam4*, with which the Finnish trio sailed to a fifth-place finish in the 2008 European Championship regatta in Mariehamn. Gullichsen analysed the experience, stating, "Sailing is a dynamic entity, and learning to lose is an extremely important part of it."

MOMENT OF GLORY 2012

Gullichsen, with his skilled crew, participated in an unprecedented number of 5.5 Metre class regattas. He competed as a skipper in 18 World Championships from 1995 to 2012, later leading and supporting younger teams from 2013 to 2019. Timo Telkola recalls fond memories of trips and regattas with a hint of emotion in his eyes: "We pushed it to the max in every race, but humour was always there even in the toughest moments of setbacks. We had several second places and narrow losses, and Jussi would curse Henti and me, saying, 'Are you guys doing this on purpose to make sure we come back next year?'" Jussi had decided already in the 2000s that winning the Gold Cup and the World Championship would be the pinnacle and endpoint of his sailing career. But we kept chasing it for quite a while. Luckily..."

In World Championships and Gold Cup regattas, Gullichsen's team achieved second places six times. Additionally, there were narrow premature starts that dashed the hopes of winning gold. The competition was fierce, and the margins were small. Finally, in Boltenhagen in 2012, the trio of Gullichsen, Lundberg, and



Jussi with Henrik Lundberg, Timo Telkola and the Scandinavian Gold Cup in 2012

Telkola got to sip bubbly from the Gold Cup. However, as the World Championship gold remained elusive also that year, sailing continued for three more summers in regattas in Curacao, Santo Stefano, and Nynäshamn.

The dream of a World Championship title, however, remained unfulfilled, and in Copenhagen in 2016, Jussi Gullichsen watched from the shore as Lundberg, Telkola, and Thomas Hacklin sailed *Addam4*. The trio finished fourth in the World Championships. At the same time, Jussi Gullichsen's long and successful career on the race course came to an end. From then on until his death, he was known as a patron, visionary, and enthusiastic supporter of Finnish competitive sailing.

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Slowly, but surely, the regattas in Switzerland are attracting more boats again, certainly due to the nice areas and also due to the nice events on shore where we enjoy comradeship and many boats from abroad joining us. I would like to thank all the sailors from other nations very much for coming to our races.

As per our tradition, we started the year with the Easter Regatta in Thun. The area is beautiful, the club highly professional and the clubhouse area is a great place to be. We ended up with five races with seven boats. The winner was *Caracole* (top) with *Marie Françoise XXII* in second.

Our next two races were in Rolle, Lake Geneva, for four days, with six boats on the first two days and nine for the other two days. Unfortunately, Jörg Sonntag didn't get his boat out of the winter storage due to road construction, but he still came to Rolle and sailed on other boats. In total 10 races were completed, with a clear winner in both races: our light wind specialist Bernard Haissly on *Caracole*.

Our next stop was Rapperswil – finally we are finding our way back to the Lake of Zurich. Opposite to all rumours, we enjoy light but very fair winds with nine boats at the start, and four races sailed. The winner was *Shaolin*, followed by *Forza del Destino*. It is important for the Swiss fleet to show our terrific boats on this lake in order to attract new sailors into our fleet, besides enjoying the lovely area and small town of Rapperswil. In the evening we enjoyed together at my garden by the lake with a dinner and a funny but typical chopping board player. We also managed to get some very nice media releases which helps to get awareness. It is my strong believe that we should push media releases internationally much stronger.

The international Swiss fleet championship took us back to Lake Neuchatel where we haven't been for several years. Grandson organised a nice event for us, with 14 boats participating and six light wind races at the fleet championship, followed by another six races the following two days for the Joran cup with 16 boats from five nations. It was a final warm-up just prior to the World Championship. The winner for both races was again *Caracole*. What a great demonstration of perfect boat handling. Congratulations are well deserved.

The final races took place, as always, in Thun with 11 boats. Three races were sailed with three nations at the start. Jurg Menzi

ANDRÉ BERNHEIM REPORTS ON THE FLEET ACTIVITIES IN SWITZERLAND



on *Marie Françoise XXII* (above in Porto Cervo) won again, as last year, followed by *Caracole* and Stavros Papagiannopoulos, from Greece, on the old BAH 22.

Our biggest event, the world championship in Porto Cervo, was outstanding, unforgettable. Thank you, Louise, Liz and everyone else who managed to get us to this incredible area and club.

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. However, if the Swiss boat owners are pushing just a bit more to participate, and the sailors from other countries continue to come to our races, we are confident that we will achieve the Swiss Sailing limits in 2024. This is my ultimate goal for our fleet.

For 2024, our race calendar is final: the two races in Thun (Easter and Fall, with training options prior to the start) and two races in a row in Rolle where we will have our international Swiss fleet championship. In Grandson we will have races just prior to the world championship, a perfect training again for the big event in France. Also, the race in Rapperswil on Lake Zurich is on the agenda.

I hope that we will be able to welcome even more sailors from abroad, with a promise to make your stay very enjoyable.

Race Results

2023

MORE RESULTS CAN BE FOUND AT
[5.5CLASS.ORG/REGATTAS/RESULTS](https://5.5class.org/regattas/results)

2023 AUSTRALIAN CHAMPIONSHIP

RPAYC, AUS • 26-28 February

1	Ku-Ring-Gai	AUS 62	John Bacon	14
2	Rhapsody	AUS 35	Tom Spithill	15
3	Black Magic	AUS 64	James MacPhail	21
4	Alpha Crucis	AUS 61	Martin Cross	27
5	Kings Cross	AUS 24	Scotty O'Connor	43
6	Baragoola	AUS 26	Jason Antill	47
7	Skagerak	AUS 32	Bob Stoddard	55
8	Arunga X	AUS 52	Mark Griffith	59
9	Antares	AUS 29	Mark Hunter	66
1	Sic Em Rex II	AUS 55	Tim Fussell	75
11	Arunga VIII	GER 69	Joachim Fluhrer	78
12	Marotte	AUS 59	Robert Hart	88

ALPEN CUP 5.5

Circolo Vela Torbole, ITA • 27-29 April

1	Aspire	POL 17	Mateusz Kusznierewicz, Ed Wright, Przemyslaw Gacek	17
2	Artemis	NOR 57	Kristian Nergaard, Trond Solli-Saether, Johan Barne	27
3	Shaolin	SUI 226	Marazzi Flavio, Andreas Kindlimann, Hans vonWerdt	29
4	John B	BAH 26	Gavin McKinney, Mathias Dahlman, Lars Horn Johannessen	33
5	Girls on Film	GBR 41	Louise Morton, Sam Haines, Frithjof Kleen	34
6	New Moon III	BAH 25	Mark Holowesko, Peter Vlasov, Christoph Burger	36
7	Caracole	SUI 214	Bernard Haissly, Nicolas Berthoud, Daniel Stampfli	38
8	Otto	NOR 69	Bent Christian Wilhelmsen, Herve Cunningham, Lasse Berthelsen	43
9	Marie Françoise XVII	SUI 232	Jurg Menzi, Andreas Honegger, Kim Chabani	50
10	Arunga	AUS 70	Mark Tolhurst, Thomas Spithill, Stephen McConaghy	62
11	Enez C'las II	FRA 63	Yann Delabriere, Nicolas Abiven, Sylvie Delabriere	78
12		SUI 217	Benjamin Stillfried, Max Stillfried, William Alloway	81
13	Manly	AUS 44	Colin Ryan, Petter Fjeld, Marc Ryan	88
14	5billy5	ITA 79	Mariacristina Rapisardi, Giovanni Arrivabene, Marco Bonzanigo	91
15	Forza del Destino	SUI 211	Gil Pfandler, Jean Jacques Loheac, Simon Pfandler	96
16	Ali Baba	GER125	Wolf-Eberhard Richter, Oliver Weiss, Beata Kalkowski	102
17	Jean Genie	GBR 43	Peter Morton, Andrew Palfrey, Ruairidh Scott	109



ROBBE & BERKING STERLING CUP

Glücksburg, GER • 9-11 June

1	MELX III	GRE 5	Stavros Papagiannopoulos, Panagiotis Kambouridis, Yannis Mitakis	7
2	Ali Baba	GER 125	Wolf-Eberhard Richter, Beata Kalkowski, Max Müller	11
3	Singora	GER 37	Hans Köster, Nicolas Barth, Sven Patrick Krause	23
4	Criollo	GER 30	Felix Christiansen, Julius Plass, Sebastian Irgang	24
5	Salamander LV	GER 115	Morten Raecke, Morten Raecke, Emile Eggert	26
6	Ali Baba	GER 84	Susanne Struth, Nina Zibuschka, Pia MatscherothBrodwurm	28
7	Red & White	GER 110	Kaspar Stubenrauch, Claudia Friedrichs, Tim Hopp	43
8	Alzira	SUI 20	Jörg Sonntag, Vilma Bataityte, Olaf Schulz	48
9		GER 118	Thies Först	60

SWISS OPEN

Grandson, SUI • 19-20 August

1	SUI 214	Bernard Haissly, Daniel Stampfli, Nicolas Berthoud	10
2	POL 17	Mateusz Kusznierewicz, Przemyslaw Gacek, Edward Wright	12
3	NOR 57	Kristian Nergaard, Trond Solli-Saether, Anders Pedersen	16
4	BAH 25	Mark Holowesko, Christoph Burger, Peter Vlasov	18
5	AUS 66	John Bacon, Terry Wetton, James Mayjor	19
6	SUI 226	Philippe Durr, Hans Von Werdt, Andreas Kindlimann	29
7	GER 125	Wolf-Eberhard Richter, Beata Kalkowski, Jörg Grünwald	34
8	SUI 232	Jürg Menzi, Dino Fumasoli, Stephan Speiser	40
9	SUI 217	Andre Bernheim, Urs Werner, Mark Buchecker	42
10	SUI 218	Philippe Kolly, Annette Martin, Philippe Dupont	49
11	SUI 201	Reinhard Suhner, Olaf Schulz, Jörg Sonntag	49
12	SUI 211	George Prapopoulos, Simon Pfändler, Gil Pfändler	51
13	SUI 219	Daniel Schenker, Mark B Dangel, Anthony Shanks	53
14	NOR 69	Bent Wilhelmsen, Lasse Berthelsen, Herve Cunningham	58



SALZKAMMERGUTPREIS

Gmunden, AUT • 23-25 June

1	GER 125	Wolf-Eberhard Richter, Beata Kalkowski, Tom Braun	11
2	AUT 24	Dirk Harms, Maximilian Hoyer, Eugen Kossina	12
3	AUT 66	Stephan Holzinger, Peter Farbowski, Fritz Werner	13
4	SUI 211	George Prapopoulos, Oliver Weiss, Simon Pfändler	15
5	AUT 22	Thomas Pehn, Heinz Franzelin, Sandra Staniek	25
6	GER 8	Manfred Pöschl, Johannes Bandtlow, Peter Wachs	28
7	AUT 25	Christoph Holzinger, Jacob Holzinger, Günther Staudinger	29
8	AUT 5	Martin Bürger, Georg Praxmarer, Jürgen Lappi	33
9	AUT 16	Edmund Berndt, Klaus Mittermayr, Auinger Markus	34
10	GER 110	Kaspar Stubenrauch, Claudia Friedrichs, Michaela Brunssen	51

GERMAN OPEN

Tutzing, GER • 25-27 August

1	MELX III	GRE 5	Stavros Papagiannopoulos, Yannis Mitakis, Pavlos Kagialis	24
2	Ali Baba	GER 125	Wolf-Eberhard Richter, Bernd Selig, Beata Kalkowski	27
3	No Stress	SUI 201	Jörg Sonntag, Olaf Schulz, Jacob Rek	27
4	Manuela V	ITA 36	Guido Tommasi, Edoardo Gamba, Marco Anessi	33
5	Striezi	GER 107	Johannes Schmederer, Gunter Ernst, Florian Lautenschläger	45
6	Löwi	GER 120	Susanne Struth, Maren Hülser, Nina Zibuschka	51
7	Volpina	ITA 33	Fabrizio Cavazza, Serguei Chevtsov, Andrea Zaoli	48
8	Lady Luv	GER 8	Manfred Pöschl, Peter Wachs, Johannes Bandtlow	61
9	Subbnboana	GER 12	Gerd Augustin, Christian Oehler, Hubert Schäd	60
10	Rush VII	GER 64	Luis Tarabochia, Erwin Burth, Michael Tarabochia	62
11	Alzira	GER 117	Stefan Volkmann, Anett Hein, Uwe Hein	69
12	Rush VI	GER 111	Joachim Fluhrer, Sandra Sonntag, Jonathan Fluhrer	77
13	Windschleiche	GER 65	Odin Grupe, Manfred Regal, Jörg Strube	79
14	Ali Baba	GER 84	Pia Matscheroth Brodwurm, Birgit Meier, Juliane von Hagen	92
15	Pittwater	GER 110	Kaspar Stubenrauch, Frank Goesch, David Williamson	107



HERBSTPREIS

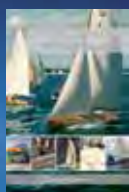
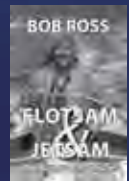
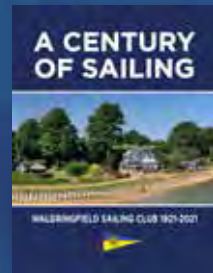
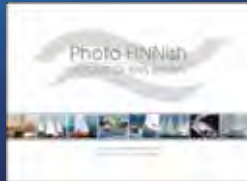
Thunersee, SUI • 14-15 October

1	Marie Françoise XVII	SUI 232	Jürg Menzi, Christof Wilke, Dino Fumasoli	7
2	Caracole	SUI 214	Bernard Haissy, Nicolas Berthoud, Daniel Stampfli	9
3	John B	BAH 22	Stavros Papagiannopoulos, Panagiotis Kambouridis, Yannis Mitakis	10
4	Black & White	SUI 219	Daniel Schenker, Felix Schneebeli, Mark Dangel	11
5	Ali Baba	GER 125	Wolf-Eberhard Richter, Beata Kalkowski, Jörg Grünwald	18
6	Forza del Destino	SUI 211	George Prapopoulos, Thomas Huber, Simon Pfändler	18
7	5billy5	ITA 79	Mariacristina Rapisardi Marco Bonzanigo Giovanni Arrivabene	24
8	No Stress	SUI 201	Jörg Sonntag, Olaf Schulz, Jürgen Ruland	24
9	Shaolin	SUI 226	Pascal Radue, Antonin Radue, Andreas Kindlimann	25
10	Pungin	SUI 213	Hans-Peter Schmid, Walter Dürr, Gilbert Dürr	29
11	Topaz	SUI 217	Andre Bernheim, Urs Werner, Mark Buchecker	33

ENOSHIMA TROPHY

DTYC, Tutzing, GER • 28-30 August

1	Manuela V	ITA 36	Guido Tommasi, Marco Anessi, Edoardo Gamba	2.483
2	Volpina	ITA 33	Fabrizio Cavazza, Andrea Zaoli, Serguei Chevtsov	2.103
3	Kukururu	ITA 6	Giuseppe Matildi, Alessandro Marolli, Gianluca Marolli	2.006
4	Lady Luv	GER 8	Manfred Pöschl, Peter Wachs, Johannes Bandtlow	2.006
5	Subbnboana	GER 12	Christian Hemmerich, Christian Oehler, Hubert Schäd	1.927
6	Volpina III	ITA 44	Stefano Cesari, Lamberto Cesari, Antonio Cesari	415
7	Rush VII	GER 64	Erwin Burth, Gerd Augustin, Kaspar Stubenrauch	0



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2024 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)

CATEGORY A EVENTS

Feb 24-26	Australian Championship, RPAYC / Sydney, AUS
April 18-20	Alpen Cup, Riva, ITA (5-Nations 1)
May 10-12	Italian Open, La Spezia, ITA
May 23-24	Swiss Open, Rolle, Genfersee, SUI (5-Nations 2)
May 25-26	Coupe Harpe, Rolle, Genfersee, SUI
June 1-4	UK Nationals, RYS, Cowes, UK
June 20-23	North American Spring Regatta, Midland Bay, CAN
June 7-9	Salzkammergut Preis, Gmunden, AUT (5-Nations 3)
July 18-21	German Open, Müggelsee, Berlin, GER (5-Nations 4)
Aug 26-30	North American Fall Regatta, Midland Bay, CAN
Aug 28-30	Scandinavian Gold Cup , Benodet, FRA
Aug 28-30	Hankø Evolution Cup/Royal Kaag , Benodet, FRA
Sep 2-6	World Championship , Benodet, FRA
Sep 24-27	Open de France, Cannes, FRA (5-Nations 5)
Oct 12-13	Herbstpreis, Thun, SUI



CATEGORY B EVENTS

March 29-30	Osterregatta, Thun, SUI
May 18-20	Bronia Preis, Bay of Lubeck, Niendorf, GER
May 19-20	Rapperswill Intern Open Pfingsten
May 27-June 2	Vintage Games, La Baule, Brittany, FRA
June 3-9	Metric Challenge Step 1, Port Louis, FRA
June 28-30	Enoshima Trophy, Venice (YCV), ITA
June 28-30	Metric Challenge Step 2, Bénodet, FRA
July 12-14	Metric Challenge Step 3, La Trinité, FRA
July 13-14	Willi Lehmann Preis, Berlin, GER
Aug 2-4	Metric Challenge Step 4, Noirmoutier, FRA
Aug 16-17	Grandson 2 volle tage, SUI
Oct 5-6	Sünnschien Preis, Alster, Hamburg, GER



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