



NEW MOON AT TRAVEMÜNDE IN GERMANY WINNING
THE GERMAN AND DUTCH OPEN IN JULY 2018, JUST
BEFORE BECOMING WORLD CHAMPIONS IN COWES



THE FLEET HEADS DOWNWIND ON THE FIRST DAY OF
THE SWISS-ITALIAN OPEN ON LAKE COMO IN JUNE 2018

NORTH SAILS CLIENTS DOMINATE IN 2018

WORLD CHAMPIONSHIP
1ST 2ND 3RD
—
Congratulations
Mark Holowesko
& Peter Vlasov

GERMAN & DUTCH NATIONALS
1ST 2ND 3RD
—
Congratulations
Mark Holowesko

SWISS/ITALIAN OPEN
1ST 2ND
—
Congratulations
Jurg Menzi

ALPEN CUP
1ST 2ND 3RD
—
Congratulations
Kristian Nergaard

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International 5.5 Metre Class

70th Anniversary Yearbook

HISTORY OF THE 5.5 METRE

by Andrea Rossi

A MODERN 5.5 METRE BEING LAUNCHED ON LAKE COMO
INSET: THE DEB, THE FIRST EVER 5.5



After the Second World War, the sailing world needed a new direction. On the one hand, the fleet of 8 Meters and 6 Meters in Europe had suffered serious losses; on the other there was the need to contain the costs of setting up and managing new racing hulls. The International Yacht Racing Union (IYRU) provided the impetus for the study of new smaller, and more manageable, classes that could help develop new worldwide competition.

Rather than leaving this decision to a committee of experts, as happened for the birth of the International Metre Rule in force for the other classes, this time there was a sort of 'announcement' in which the individual designers could propose their own solution. At a meeting in London in November 1947, it was discussed which formula to adopt. The best one was the 5.5 Metre rule, presented by Charles E. Nicholson



ABOVE:
COPPA D'ITALIA
IN 1954

BELOW:
BELPHEGOR,
A BRITTON
CHANCE DESIGN
FROM 1966

OPPOSITE:
TARA,
A BRITTON
CHANCE DESIGN
FROM 1968

and Malden Heckstall-Smith, which seems to have been conceived by Nicholson himself in 1937 as an alternative to the more established 6 Metre class.

On October 28, 1949, the Permanent Committee of the IYRU definitively approved the 5.5 formula of the International Metre Rule, making only a few minor changes to the formula presented in 1947. Beppe Croce, the Olympian Bruno Bianchi and the designer were present at the meeting.

That year, Charles E. Nicholson launched

his *The Deb* (short for debutante) with the sail number K 1, the first example of an International 5.5 Metre.

Ever since the early years the international thrust of this new class was remarkable. Moreover the decision to create a new intermediate formula had been strongly influenced by the need to replace the 6 Metre Class as an Olympic class. This change was not long in coming when, in October 1950 in London, the IYRU decided that the next Olympics in Helsinki would include the 5.5 Metre.

At that first Olympics, there were 16 nations present, but the Nordic designers were dominant with as many as nine hulls at the start. Countries such Sweden, Finland and Switzerland already had more than a dozen hulls each. The class evolved rapidly in the following years to create a real sporting and technical movement involving the biggest names in world sailing. The Melbourne Olympics in 1956, Naples in 1960, Enoshima in 1964 and Acapulco in 1968 contributed to the worldwide spread of the class that, at the end of its Olympic era boasted over 650 hulls constructed.

IN 1969 THE class lost its Olympic status and in many countries development stopped or lost much of the momentum it possessed.

The attention of sailors and designers moved to new, more modern and competitive classes, so the 5.5 Metre International Measurement class lost interest. However, in some countries, such as Switzerland, it had the strength to remain active and maintained the interest of sportsmen and enthusiasts.

The International Class began to focus more on attractive and appealing events, like the annual World Championship, or old and glorious trophies such as the Scandinavian Gold Cup.

The charm of the formula and the design challenges it presents allowed to it survive after the Olympic era. It is thanks to this, that today we can say that the 5.5 Metre class has survived and has been able to renew itself by keeping up with the times, and continuing to hold the interest of top sailors around the world.

THE INTERNATIONAL CLASS TODAY

From the second half of the 1990s the International Class took on its current form. In over 40 years of history the hulls produced had become too different and the need for renewal was felt by many parties, both to keep the history alive as well as to evolve towards the future. The current format provides three distinct 'divisions' within the Class with a differentiation based on the age of the boats: Modern: hull launched after 1994; Evolution: hulls launched after 1970 and before 1994; Classic: hulls launched before 1970.

THE MODERN DIVISION includes all the boats with original measurement certificates dated after January 1, 1994. The lines

of these hulls have been stretched to their maximum; the keel has become very small and includes a trim tab to generate a higher lift. The rudder has a larger surface to compensate for the smaller keel. There is a new balance between these two appendices. The carbon fibre mast and boom are essential, the ballast keel has winglets and a trim tab.

Most modern boats of recent years have been designed by Sébastien Schmidt of Geneva. He has been the creative mastermind for new 5.5m boat designs for over two decades, giving them that extra competitive advantage with true state-of-the-art boat building. Other designers involved in producing fast lines for Modern boats are Doug Peterson and Ian Howlett. More designers are standing by to offer their ideas.

A major breakthrough took place in 1990 when *Chlika-Chlika* SUI 169 hit the water in Geneva. Designed by Sébastien Schmidt and Philippe Meier, this boat was a radical change in both concept and approach. The hull had a different shape, the keel had winglets and a trim tab. Every detail had been checked and optimised. With different crews *Chlika-Chlika* won many World and Swiss



BIRTH OF THE SCANDINAVIAN GOLD CUP

100 YEARS • 12 MARCH 1919 - 12 MARCH 2019



By the middle of the 1800s the first yacht clubs were established in Finland, and sailboat racing was spreading gradually throughout Finland with yachts by Finnish and foreign designers being built for national and international competitions. However, then the First World War interrupted international yachting for several years.

Finland became an independent nation in 1917 and for first time could take

by Matti Muoniovaara



START OF THE FIRST RACE OF THE 2018 SCANDINAVIAN GOLD CUP IN COWES

DEED OF GIFT

At a general assembly of the Nyländska Jaktklubben held this day it was unanimously agreed to present the 'Nyländska Jaktklubbens Skandinaviska Pris' to the Scandinavian Yacht Racing Union (SYRU) as a challenge cup for an international yacht race under the measurement rule of the International Yacht Racing Union.

In handling over this trophy to the Scandinavian YRU the Nyländska jaktklubben wishes to promote the intercourse with the nations of the world on the basis of friendly competition in the most noble of sports.

May this gift of our club prove a mighty promoter of international yacht racing and be a means of bringing together real yachtsmen from all over the world.

Helsingfors, March 4th 1922
for NYLÄNDSKA JAKTKLUBBEN
Ernst Krogius, Commodore
Gunnar L. Stenbäck, Secretary



part in international yachting. In the spring of 1919 the Nyländska Jaktklubben (NJK), in Helsinki, decided to create a trophy for sailboat racing in Scandinavia. NJK ordered a trophy from the well-known Swedish royal goldsmith C. G. Hallberg in Stockholm. The trophy was designed by Jean J. Jahnsson and modelled by sculptor Alfred Olsson. The trophy was later named the Scandinavian Gold Cup and became acknowledged as an important trophy.

THE MATERIALS AND PARTS

The Cup, seashell, and the virgin girl are made of solid gold, with 17 small diamonds and two pearls. The seashell sits on green water, which is coloured enamel.

The base is of ivory, which is partly covered with solid silver. The base includes also a miniature NJK flag in blue and white enamel. There are also four blue coloured small pearls. The base is supported by four legs that have a shape of fish; the poor fishes are upside down on their necks.

The size is very small but the weight is considerable because of the solid materials.

The price of the Cup in 1919 was 20,815 marks, which was 18.5 per cent of the annual budget equalling 400 member fees. In 100 years the presumed value has increased by a factor of 12. The winning yacht club is the club where the yacht is registered. This is because it is also a challenge cup for yacht clubs. In paragraph XI it is written "the Cup must be handed over into the care of the winning yacht club".

THE SYMBOLS

The whole piece of art, the sculpture, symbolises and celebrates the independent Finland and the



nation's flag. The golden 'Virgin Finland', the free Finnish woman, rides on a seashell on the waves of the Baltic sea. On the silver plate is written:

*'Nyländska Jaktklubbens
SKANDINAVISKA PRIS
instiftad den 12. mars 1919'
'NJK's Scandinavian Prize
instituted March 12 1919'*

The trophy also celebrates the flags of yacht clubs in Finland, which is quite unique in the sailing world. Yacht club flags were already being used during the era of autonomy, but independent Finland got a new flag with a blue cross in 1917. Then in 1919 the yacht clubs started to use the blue cross with a white cross on top and in the upper corner of the hoist side the symbol of the club was placed. All Finnish yachts could then use this flag as their national flag.

INTERNATIONAL PRIZE 1922

The first races for the Scandinavian Prize were sailed between *Bimbi* with Tore Holm from Gamleby Segelsällskap, designed by T. Holm and built by Knut Holm Yachtvarf, and *Beata* with Henrik Ramsay from NJK, designed by G. Estlander and built by Turun Veneveistämö. The boats competed during the Sandhamn regatta on Kanholmsfjärden August 4, 1919. The single race was won by *Bimbi* in a time of 2.43.39, with *Beata* finishing at 2.49.08. In 1920 there was no race, but in 1921 the race was in Helsinki and the

winner was *Jonetha*, with Henrik Ramsay Bambi, with Yngve Holm, in second.

In 1921 the Scandinavian Yacht Racing Union (SYRU) wanted to create an international trophy for the new 6 Metre class, which had been growing in Europe; Finland had become a member of the SYRU in 1920. The secretary of the NJK was present

at the SYRU meeting and proposed that NJK would present the new Scandinavian Prize for that event. NJK decided in a meeting on March 4, 1922 to hand the Cup over to the Scandinavian Yacht Racing Union as an international prize. The first Scandinavian Gold Cup races were sailed the following summer in Horten, Norway.

According to the Deed of Gift the competition for the Cup was meant for a class of the IYRU measurement rule. IYRU had chosen new international keelboat classes at its 1919 conference. The IYRU classes were 6m, 7m, 8m, 9m 10m, 12m of the revised Second International Rule and also still First International Rule classes 6m, 7m, 8m, 9m, 10m and 12m (larger were dropped). Other classes were the French 6.5m and 8.5m and



RIGHT:
SCANDINAVIAN
GOLD CUP WITH
HM KING OLAV V
AT THE NJK
CLUB HOUSE

OPPOSITE:
SCANDINAVIAN
GOLD CUP
AND WORLD
CHAMPIONSHIP
TROPHY - THE 5.5
METRE GRAND
SLAM, WON IN
2011 BY KENNETH
THELEN IN
HELSINKI
PHOTOS: MATTI
MUONIOVAARA.

BELOW:
GOLD CUP 2011,
THELEN AND
NERGAARD ON
THE FINAL RUN
PHOTO: JAKKE
NIKKARINEN





COWES 2018

SCANDINAVIAN GOLD CUP • ROYAL KAAG CLASSIC CUP • HANKØ EVOLUTION TROPHY KING'S CUP • WORLD CHAMPIONSHIP

Twenty years after the class's previous visit, the 2018 Scandinavian Gold Cup, World Championship and class cups were sailed from the Royal Yacht Squadron, in Cowes, on the Isle of Wight, UK.

The Solent is the ancestral home of the 5.5 Metre, with the first ever 5.5 Metre, The Deb, launched across the water in Gosport at the

Camper & Nicholson yard, in 1949.

The fleet that assembled at Cowes in 2018 looked very different to that first yacht and included 16 Moderns, seven Evolutions and two Classics. The long hot summer had broken with the annoying reliability of the British weather to leave a largely cloudy week, with a few days of rain, but a good mix of conditions, though the wind was predominantly from the north-west to south-west throughout.

COMING OUT OF a successful season, the favourites for the titles included the winner of the Alpen Cup, Artemis XIV, NOR 57, (Kristian

NEW MOON HEADS UP TOWARDS THE FINISH ON THE FINAL BEAT OF RACE 7 TO WIN BOTH RACES ON DAY 4



Nergaard, Kristoffer Spone, Trond Solli-Sæther), the defending world champions, *John B*, BAH 22, (Gavin McKinney, Lars Horn-Johannessen, Mathias Dahlman), Swiss champions and holders of the Scandinavian Gold Cup, *Marie-Françoise XIX*, SUI 218, (Jürg Menzi, Jurgen Eiermann, Bo Selko). German champions, *New Moon*, BAH 21, (Mark Holowesko, Christoph Burger, Peter Vlasov) were not sailing the Scandinavian Gold Cup, but were one of the favourites for the world title.

THE SCANDINAVIAN GOLD Cup pits one boat from each nation against each other in a battle to win races. It is one of the oldest and most prestigious trophies in the entire sailing world, and with an unusual format. Only race wins matter and the first to three wins takes the historic trophy. It is a hard trophy to win; consistency pays no dividends,



only race wins gives overall victory. The racing is also a true test with three windward-leeward legs and an offwind finish.

The 2018 Cup began with a blustery race on the Solent with a tough opening test of skills and stamina. It was a largely grey day with a few moments of sunshine, but with 10-22 knots and a sharp chop running in the Solent, it was a tough start to two weeks of racing.

As was to be the case all week, the tide was as important as the wind and those who had done their homework were paid dividends. *Artemis XIV* rounded the first mark with a narrow lead over *John B* and *Marie-Françoise XIX*, but the conditions got the better of the former world champions with *Artemis XIV* broaching twice and *John B* broaching once to let *Marie-Françoise XIX* escape.

But the lead was short lived as *Artemis XIV* pulled right back and the two boats spent the next four legs almost locked together, battling for supremacy. They rounded the final top mark a few boatlengths apart and would remain overlapped all the way to the finish.

Artemis XIV had the inside track and pushed *Marie-Françoise XIX* high, away from the finish. The final gybe would decide who took the first win. It looked like they had gone too far with *John B* approaching quickly down the rhumb line. Eventually they both gybed together. *Marie-Françoise XIX* had problems setting her spinnaker and it looked like a win for *Artemis XIV*. But Menzi got his boat under control and had the better tide angle and they crossed the finish line, still overlapped, but with the bow of *Marie-Françoise XIX* a few metres forward of *Artemis XIV*.

So the first win went to Menzi and his crew in one of the tightest finishes ever seen at the Gold Cup after 90 minutes of hard racing.

"WELCOME TO SUNNY Cowes," they lied on the second day. "Due to bad visibility there will be a support boat with its navigation lights on half way up the course." Artemis XIV struck back with two race wins, despite nearly not making it to the start line after colliding with a navigation mark on the way to the start.

The day started with some proper English weather with non-stop rain, dropping temperatures and a stiff south-westerly of about 15-20 knots. It was foul weather and it was going to get worse before it got better. The first attempt at Race 2 ended with an abandonment at the first mark following a 60-degree windshift that left the fleet unable to hoist spinnakers on the downwind.

A new course was set with the top marks moved towards Southampton. However, during the race the wind started to shift back to the south and also dropped to 1-2 knots, with nothing but the sound of raindrops on water to keep the sailors company.

Marie-Françoise XIX had a useful lead at the top of the first beat, which was already becoming skewed, but on the second upwind, *Artemis XIV* sailed more inshore and popped out in the lead for the next four legs, which by now had become procession of one tack beats and tight reaches. *Artemis XIV* crossed in first to level the score against *Marie-Françoise XIX*.

For the second race, the rain had eased and the wind was starting to come back, albeit slowly. The first few laps were slow progress with *Artemis XIV* again finding the

best course out of the tide to lead all the way and build a substantial lead. *Marie-Françoise XIX* never recovered from the first beat and trailed round in last. It was now 2:1 up for *Artemis XIV* and with only race winners moving to the next stage, the fleet was down to two for a final day match race. *Artemis XIV* needed one more win, while *Marie-Françoise XIX* needed two.

ON THE FINAL day, only one race was all that was needed for *Artemis XIV* to win the Scandinavian Gold Cup, the tenth win for Nergaard.

The conditions were in complete contrast to the previous day with sunshine, and



ARTEMIS XIV
AND MARIE-
FRANÇOISE XIX
BATTLE FOR THE
SCANDINAVIAN
GOLD CUP



CARABELLA

by Andrea Rossi



In 1967 Australia was wondering which was the best 5.5 Metre to send to the next Olympics, in Acapulco, in 1968. The favourite was *Barranjoey*, winner of the gold medal at Enoshima three years earlier, helmed by Bill Northam. It was certainly an excellent hull but now obviously a few years old.

Kevin McCann, the famous Sydney yachtsman, asked Ken Beashel, a legend of Australian sailing and an established shipwright, to build a hull from a design from the now famous Britton Chance Jr. in just over two months. Chance's drawings include a vertical edge at the maximum beam that makes this hull easily recognizable on the race course.

Carabella was launched at the end of 1967 with sail number KA 25: the name means both 'beautiful face' and 'skull' as if to affirm her combative nature. During the tune-up and racing in the selections, and despite a notable inventory of sail and availability of equipment, *Barranjoey* was still the better boat and stormed to her second Olympic Games.

FAMILY TRADITION

by Andrew Ridall



HOW ONE EXTRAORDINARY FAMILY BROUGHT THE 5.5 METRE TO THE BAHAMAS

Befitting a nation of 700 islands, the story of The Bahamas has always been a tale of ships and the sea.

In 1492, Christopher Columbus “discovered the new world” at the Bahamian island of San Salvador. In the 1640s, a group of Puritan refugees arrived on the Bahamian island of Eleuthera to establish the first European settlement in the archipelago. In 1940, the Duke of Windsor – erstwhile King Edward VIII – arrived in Nassau aboard the RMS Lady Somers to take up his new post as Royal Governor. Pirates, slavers, wreckers, U-boats, blockade runners, bootleggers, fishing sloops and treasure hunters have long plied these waters. Well before them, the Lucayan Indians navigated the island chain in dugout canoes capable of carrying as many as 50 passengers.



And then there's yachting. “So much of this country was built on yachting,” reflected long-time Bahamian 5.5 Metre sailor, Craig Symonette, from his home near Nassau, the Bahamian capital and site of four class world championships. “The Bahamas has produced two Olympic medals, three European championships and eight world championships, most recently Mark (Holowesko) and Peter (Vlasov) on *New Moon*. We're a small island, 200,000 people here in New Providence, less than 400,000 in the entire country. Compare that to similar-sized villages along the coast of the U.S. or elsewhere ... few places can compete.”

SYMONETTE, SAILING AND THE RISE OF A NATION

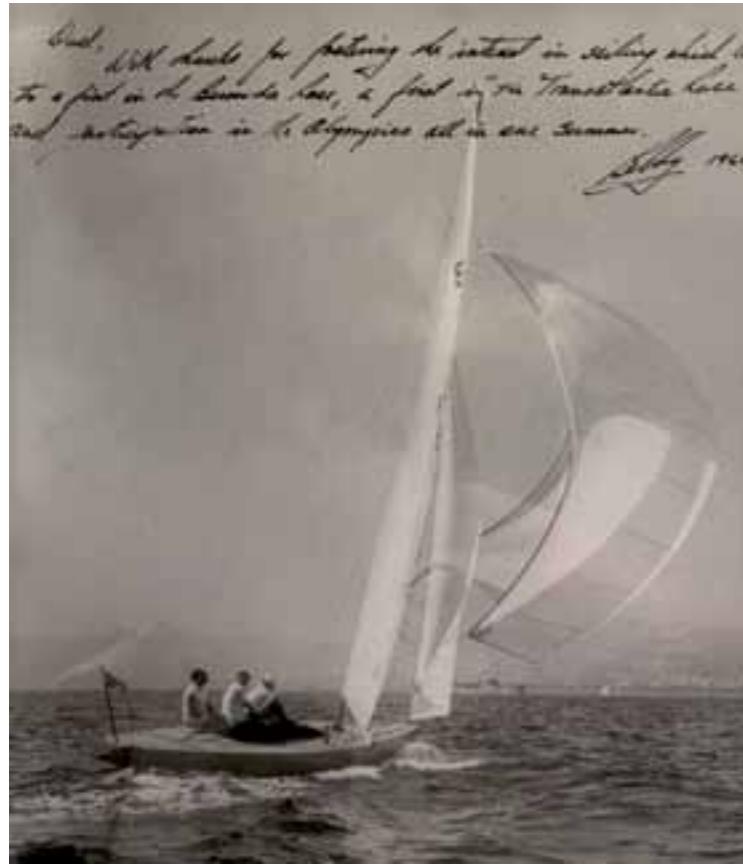
Symonette would know, as the story of the modern Bahamas – and its evolution into a sailor's paradise - is inextricably linked with his own family's history. Craig's father, the late Sir Roland Symonette, was the country's first Premier and the architect of a prosperous national economy built on the nexus of hospitality, industry, finance and real estate. Apropos of his environs, the elder Symonette first found fame and fortune on the high seas. One of nine siblings born at the turn of the 20th Century, Symonette was exiled by

OPPOSITE:
PETER VLASOV,
MARK COVELL
AND CRAIG
SYMONETTE
SAILING SILVER
FOX IN MONTAGU
BAY, BAHAMAS

FAR RIGHT:
BOBBY
SYMONETTE

RIGHT:
POP'S JOHN B,
BA II, IN THE
BAHAMAS
IN 1981

PHOTOS CRAIG
SYMONETTE



ABOVE:
SAILING IN THE
1960 OLYMPICS

BETWEEN:
LARS HORN
JOHANNESSEN,
GAVIN
MCKINNEY,
AND CRAIG
SYMONETTE
WITH THE
SCANDINAVIAN
GOLD CUP

his father, a strict Methodist Minister, to the southern island of Inagua at the tender age of 16. There, seeing a ship moored precariously before an impending gale, Symonette swam out and directed the captain to a more secure anchorage. His actions saved the ship and earned him passage as a paid hand. Competent, driven and opportunistic, he parlayed this modest appointment into command of an expanding fleet of vessels. Among other things, Symonette owned one of the largest fleets of rum-runners, supplying liquor to the boundary of the territorial



sea, where it was spirited off by bootleggers to slake America's thirst during Prohibition.

The growth of competitive yacht racing in The Bahamas also traces its roots to the Symonette family. Sir Roland – known as 'Pops' to his many admirers – was himself more sailing ambassador than competitive yachtsman. To promote The Bahamas and lure international sailors to its emerald waters, Symonette founded the Nassau Yacht Club – still the center of competitive sailing in the country – as well as the Miami-Nassau Ocean Race – now part of the Southern Ocean Racing Circuit. "Dad loved sailing," recalled Craig, "and saw it as an obvious way to promote development in The Bahamas. I remember the time one of his dredges sank in Highbourne Cay. It was the night of the Miami-Nassau Ocean Race party, which he was hosting at our house. We had a thousand people, 16 bars. I think there were 30 conch fritter stands, all laid in charcoal. Outwardly, he didn't have a worry in the world." The curious Cay Sol Yacht Club, which Sir Roland founded on a spit of rocks proposed for an oil trans-shipment terminal off the coast of Cuba, offers another interesting example of how Symonette used sailing to promote development in The Bahamas. Club membership was capped at five in perpetuity: in addition to Sir Roland and the father-son developers who owned the islands, Ernest Hemingway and Howard Hughes rounded out the membership roster.

BOBBY SYMONETTE AND THE BAHAMIAN CONNECTION

But, it was Roland's son – and Craig's half-brother – Robert 'Bobby' Symonette, who established the relationship between the 5.5 Metre class and The Bahamas. As Craig remembers it, Bobby was first introduced to the class by Al and Ernie Fay, the Texas oilmen and political operatives who co-founded the Texas Corinthian Yacht Club and were active in the 5s from the 1960s to the 1980s. Like the Fay Brothers, who studied geology at Yale and Harvard, respectively, Bobby had a scientifically inquisitive mind, having earned a degree in engineering from MIT, and was successful in both business and

politics. Craig recalls that many of the early 5.5 sailors were similarly disposed. "The metre boats attracted technically-oriented sailors," he explained, "and 5.5s were no exception. I think that's what drew Bobby to the class. He was very interested in the design of the boat and how that could be optimised within the formula."

Bobby's first world championship was in 1961 in Helsinki aboard *John B* (BA 1), the Luders-designed, Kungsor-built yacht he had commissioned two years earlier. The following year, Bobby celebrated his first podium finish in the class, taking silver in the World Championships at Poole, UK. He won the Scandinavian Gold Cup in 1974 and 1977, and then again in 1982 and 1983 with step-son Gavin McKinney as crew (Gavin would go on to win the Gold Cup in his own right in 2000 in Holland and 2001 in Germany with Craig Symonette as crew). A string of boats followed the first *John B*, all bearing some variation of that name, which references the Bahamian folk song later made famous by the Beach Boys on their iconic album, Pet Sounds. In addition to half a dozen *John B* new builds from yards in Switzerland, Sweden and Australia, there was also *John B Once Again* (BA 17, Schmidt/Steinmayer) and, in a tip of the hat to the family patriarch, *Pop's John B* (Luders/Muir)



THE TIDE COMES IN

Bobby Symonette passed away in 1998, but his contribution to Bahamian yachting, and, in particular, the nurturing of the relationship between The Bahamas and the 5.5 Metres, cannot be overstated. Bobby was instrumental in bringing the 5.5 Metre World Championship to The Bahamas for the first time in 1967. By that time, he had gotten younger brother, Craig, and step-son, Gavin, into the class as well. "The irony of '67," remembered Craig, "was that Bobby didn't even get to sail. It was a pivotal moment in Bahamian history, the year Randolph Fawkes broke a tie in the general election and ushered in Majority Rule. Bobby was

ABOVE:
GAVIN MCKINNEY,
ROBERT H
(BOBBY)
SYMONETTE,
CRAIG
SYMONETTE,
HM KING OLAV,
STEFF HERBERN

BETWEEN:
JOHN B VII





NORTH AMERICAN REVIVAL

by Jennifer Harker

A simple promise to rebuild an aging beauty has helped launch a passionate revival of the 5.5 Metre fleet in North America.

As a young sailor at a Toronto yacht club in the 1960s and 1970s John Lister first admired the sleek lines of the teal coloured 5.5 CAN 22 racing on Lake Ontario. “Although I had never raced on a metre boat (there were 6 Metre boats in the club too) – I was racing International 14s and Thunderbirds – I always liked the lines of the 5.5.”

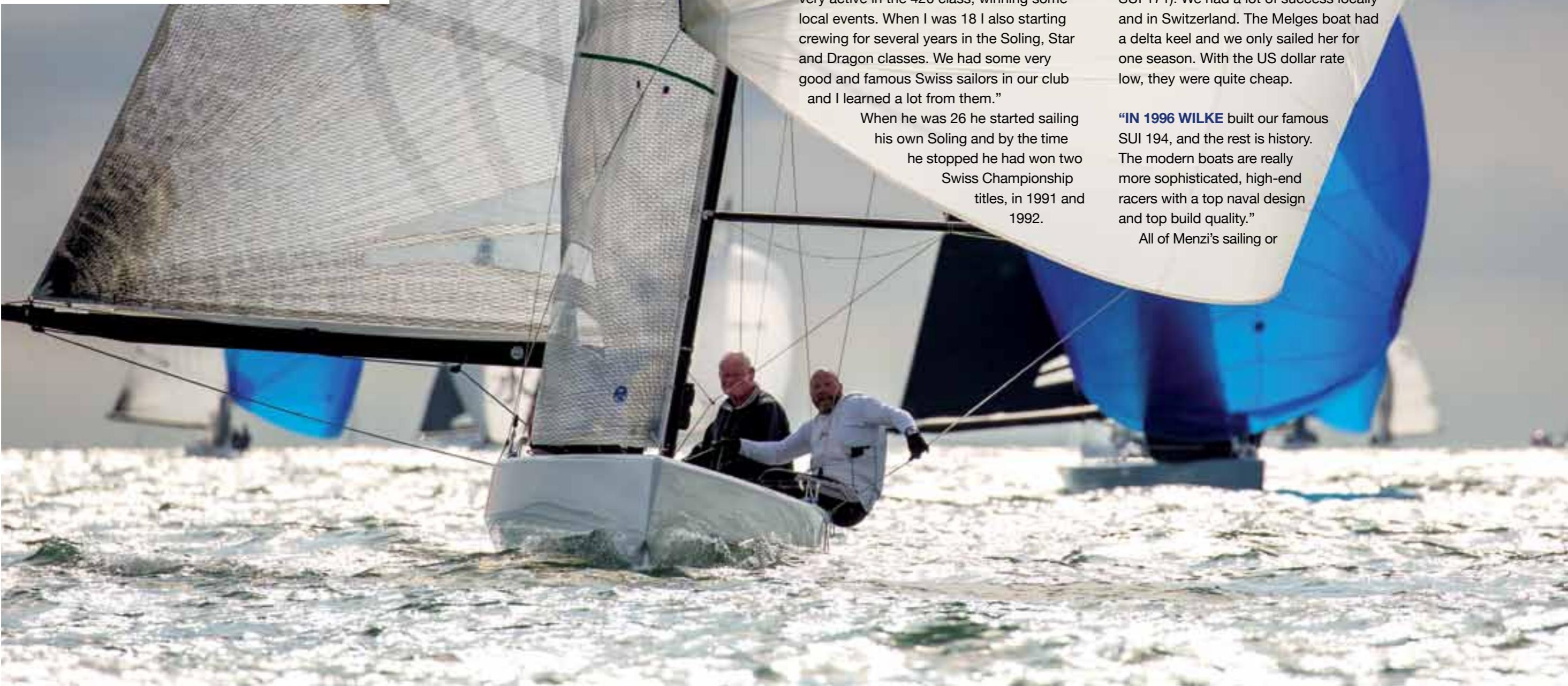
Fast-forward 35 years and that faded memory came into focus with a phone call. “In 2009 I heard from Mark Millan, who had taken over the boat from his dad. He asked if I was interested in buying CAN 22 for \$1, if I would promise to rebuild her. She was at the end of her road and he didn’t have the facilities to rebuild her.”

Lister took the chance and embarked on a journey that began by bringing CAN 22 to his home near Georgian Bay – the passion project forcing an expansion of his garage. “I removed the rudder and keel and added an extension onto my garage to fit her inside where I had the tools and the heat to get to work.”

It would be two years before a transformed CAN 22 would bask in the light of day again. “After two winters of work which included a brand new deck, 80 new ribs, a new transom, and a complete refastening of the planks, out came CAN 22 into the sunlight.”

FOREVER ATTRACTIVE

AN INTERVIEW WITH JÜRG MENZI



Jürg Menzi has been sailing 5.5 Metres since 1995 and in that time has won both the Scandinavian Gold Cup and the world championship twice, the European championship once and more than 25 national titles.

He began sailing aged 11. "At first it was only day sailing with my parents on a sort of Jollenkreuzer on lake of Murten, but soon I was sailing in dinghies such as the 420, 470, Fireball, Lightning, Contender and 505. At 18 I started regatta sailing, initially on the lake of Thun."

"At the Thunersee Yachtclub I was a junior, and with my then girlfriend we were very active in the 420 class, winning some local events. When I was 18 I also started crewing for several years in the Soling, Star and Dragon classes. We had some very good and famous Swiss sailors in our club and I learned a lot from them."

When he was 26 he started sailing his own Soling and by the time he stopped he had won two Swiss Championship titles, in 1991 and 1992.

"During this time from 1982 to 1995 we sailed very often on Lake Garda in Italy and took also part in world and European championships. It was very good competition against the best teams from GER, DDR, DEN, NOR, FRA, ITA, RUS, BRA, USA as well as others. We had a good learning curve all through these years."

Menzi explained the popularity of the Soling class decreased in Switzerland because the International and Olympic level was too high for most sailors.

However, "In 1995 the 5.5m Swiss class was very strong and the biggest and most active 5.5m fleet in the world. So I bought a former boat of Dominique Lauener (Melges SUI 171). We had a lot of success locally and in Switzerland. The Melges boat had a delta keel and we only sailed her for one season. With the US dollar rate low, they were quite cheap.

"IN 1996 WILKE built our famous SUI 194, and the rest is history. The modern boats are really more sophisticated, high-end racers with a top naval design and top build quality."

All of Menzi's sailing or

RESULTS



*Olympic Games 1952-1968
Scandinavian Gold Cup 1953-2018
World Championship 1961-2018
European Championship 1968-2013
Royal Kaag Classic Cup 2000-2018
Hankø Evolution Cup 2011-2018
Enoshima Trophy 2012-2018
Alpen Cup 2006-2018
5 Nations Cup 2012-2018*