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**WELCOME**



**Welcome to the St. Francis Yacht Club Fall  
 International Six Metre Regatta & 2016 International  
 Six Metre North American Championship**



**Matt Brooks**  
 Regatta Co-Chairman



**Staff Commodore  
 Robert Keefe**  
 Regatta Co-Chairman

Welcome to the St. Francis Yacht Club Fall International Six Metre Regatta & 2016 International Six Metre North American Championship

On behalf of the International Six Metre Association and The St. Francis Yacht Club, we welcome you to San Francisco Bay for the return of the 6-Metre North American Championship. The 6-Metre class made its North American debut on these waters in 1915 during the Panama-Pacific International Exposition, and we are thrilled to celebrate 101 years of “elegance & performance” on the Bay. An extraordinary team has worked hard to make this regatta one for the ages. We acknowledge Commodore Kimball Livingston, Club General Manager JJ West, and Director of Race Lynn Lynch for their standard-setting levels of hospitality and regatta management.

With both Classic and Modern “ruled” 6-Metres participating in as many as nine races in the days to come, consistent performance promises to outweigh luck, a missed tide line or a fortuitous wind shift. At regatta’s end, the winning teams will be presented with prestigious fixtures, and all will carry away the thrill of competition on our beautiful San Francisco Bay. May the best team win, and may the Corinthian spirit continue to flourish.

*Matt Brooks, Regatta Co-Chairman*

*Robert C. Keefe, Regatta Co-Chairman*



**Kimball Livingston**  
 Commodore St. Francis  
 Yacht Club

Dear Friends of the 6-Metre,

On behalf of St. Francis Yacht Club it is my duty, and my great pleasure, to welcome you to the International Fall Regatta and 6-Metre North American Championship. The waters and winds of San Francisco Bay await. We are delighted to host this event for a special racing class whose history spans more than a century. Through those years, and over succeeding generations, 6-Metre racing has been a showcase of some of yachting’s greatest talents and a testbed of innovations. Always, it has been a source of beauty. No less an authority than Nathaniel Herreshoff declared that half the reason to own a boat is to look at it. The 6-Metre holds up handsomely.

Already in 2016, our 6-Metre sailors have flown the St. Francis Yacht Club burgee in Europe and in Canada. They are pleased now to bring the competition home. We welcome you. The Golden Gate wind funnel has been pumping all season. The time is ripe. Ladies and Gentlemen, have at it.

Your fellow friend of the 6-Metre,

*Kimball Livingston, Commodore, St. Francis Yacht Club*

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### REGATTA ORGANIZATION TEAM

- Pam Rorke Levy, Molly Cadranell - Regatta Socials
- Mark Dahm - Promotion, Sponsorship and Business Operations
- David Wiard - Principal Race Officer (PRO) & Competition Chairman
- Meredith Liatos - StFYC Marketing & Communications
- Chris Sidner - Sponsor Ambassador



## SCHEDULE OF EVENTS

- Wednesday, October 19th** (No Racing)  
18:00 Welcome Reception - Chart Room - Glenmorangie Scotch + Fort Point Beer (Dram & Craft Night)
- Thursday, October 20th**  
10:00 Skippers Meeting  
11:00 Racing Commences  
18:00 Social - S/V Tatoosh at StFYC Guest Dock
- Friday, October 21st**  
11:00 Racing Commences  
18:00 American BBQ Buffet, Starting Line Room + Courtyard Cultivar Wine Tasting & Fort Point Beer On-Tap
- Saturday, October 22nd**  
11:00 Racing Commences  
17:00 Fremont Bank Awards Ceremony & Cocktails on Race Deck  
18:00 Awards Dinner (invitation only), Chart Room



## The International 6 Metre Class and St. Francis Yacht Club

BY STAFF COMMODORE RC KEEFE

The International 6 Metre class got its start just after the turn of the century in Europe. It is an open class, not a one design, and designers under the rule are free to experiment with length, displacement, sail area and several other measurements. The results produce a varied boat usually between 33 and 38 feet long displacing about ten thousand pounds with a sizable sloop rig carrying a large over lapping headsail and a very large spinnaker. Over the years the “Sixes” as they are affectionately known became a darling of the international yacht racing set. They became very popular in most yachting centers on a world-wide basis. For the most part they were very pretty boats with a great deal of “sex” appeal. They were also very expensive boats to design and build and very expensive to campaign. By 1914 the class was well established in England, Scotland, Sweden, Norway, Germany, Switzerland, France and Italy. There were even Sixes racing in South American countries. However, there were no Sixes in this country basically because the “International Rule” to which they were designed was strong in Europe, but in direct competition with our “Universal Rule” which was of American origin. The “International Rule” produced boats of the 6, 8, 10 and 12 Metre classes. Our “Universal Rule” produced boats of the J, M, P, Q, R and S classes.

Simply put, in we were in competition with the Europeans; each had their own design rule. The conflict was eventually won by the Europeans as metre boats began to make their way into the United States yachting scene, while only our “J” boats used during the 1930’s in America’s Cup competition ever saw racing in European waters.

The first Six Metre activity in this country occurred right here on San Francisco Bay. It

was a milestone in the history of the sport. To celebrate the opening of the Panama Canal a World’s Fair was held in San Francisco in 1915. As a part of the festivities of the Panama-Pacific Exposition, fifteen days of scheduled yacht racing were to take place during July. Racing would be conducted in the waters of the Bay right in front of the Fair, located in what is now known as the Marina District of the city of San Francisco. Invitations to compete were sent out in 1913 to all the principal yacht clubs in the world. For the first time in this country, yachts of the “International Rule” were scheduled to race. To attract racing yachts from Europe, the local organizers knew that they would have to include metre boats in the venue. They particularly wanted to attract yachts of the International Six Metre class; that is where the glamor was.

Sometimes the best laid plans of men come to naught, and that was the case of the yacht racing venue at the Fair. By 1915 Europe was at war, and shipping a racing yacht to San Francisco was almost out of the question. Almost, but not quite. One Six Metre entry was received, and that from the Crown Prince of Denmark. He entered his new and quite radical “Nordug IV”. The royal entry was accepted in 1914, but a problem immediately became apparent. No other Six Metre was coming from elsewhere in the world, and we had none in this country, let-a-lone here in San Francisco. Into the picture stepped Captain John Barneson, a principal member of the San Francisco Yacht Club then located in Sausalito (pre-St.Francis Yacht Club existence). Captain Barneson had owned and successfully sailed several large racing schooners and felt that we could not deny the Crown Prince of Denmark a match if he was willing to come and race with us from half

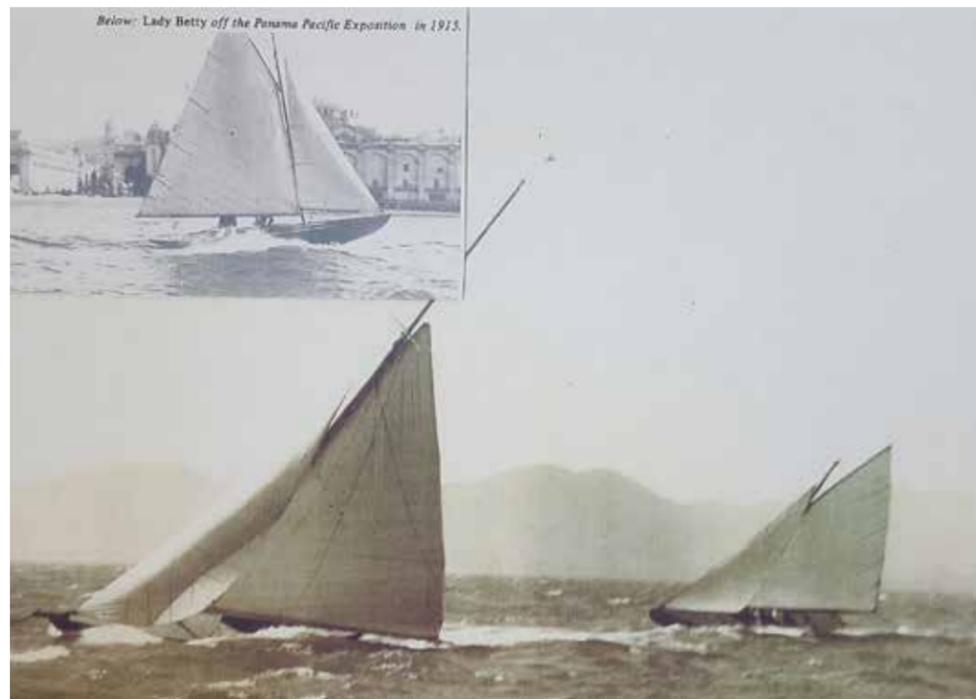
a world away. Captain Barneson immediately commissioned a new Six Metre to be ready for the 1915 World's Fair.

Little was known about the International Rule in this country by the then principal practicing naval architects who, for the most part, were all located in the greater New York City area. There was not time to consult with them, so Captain Barneson let a contract to the Union Ironworks, a very large ship building firm here in San Francisco to design his new Six Metre. The project was assigned to one of their staff naval architects, James Dickey. He immediately wrote to the administrators of the International Rule in London asking for the official "rule" book. Three months went by before the book arrived, but from that book Dickey designed the first Six Metre built in this country.

The Union Iron Works was not to build the new Six Metre. Captain Barneson rather contracted with the firm of W.F. Stone (at the present location of St. Francis Yacht Club & Crissy Field) to build the new yacht designed by Dickey. Frank Stone was the principal yacht builder at the time on the Bay and was well known to Barneson and Dickey. Frank Stone was a fine sailor himself and had a great

appreciation of the task at hand. Amazingly, from signing the design contract to project completion took seven (7) months and the "Lady Betty" was christened just-in-time and was actually sailing before the Crown Prince's "Nordug IV" arrived by steamship from Europe.

The "Nordug IV" was indeed radical, but not by today's standards. Most if not all racing yachts at the time were gaff rigged; certainly all Six Metres were. The "Nordug IV" was the first yacht to race in this country with a Marconi rig. Prior to this time the Marconi rig had never been seen in American waters. The only surviving photograph of the match between the "Lady Betty" and the "Nordug IV" shows them reasonably close together (see photo). Both are on the starboard tack hard on about 25 knots of wind in ebb current conditions. The "Nordug IV" was equipped with a roller reefing main boom, also quite radical at the time. The Crown Prince sailed her with four paid hands and won all seven races. The "Lady Betty" could not win a race. Within a year her gaff rig was removed, and replaced with a Marconi rig. Captain Barneson sent her to Southern California and raced her for a few years in a handicap division. She passed ownership in 1920 and her fate is unknown.



**Nordug IV wins vs. Lady Betty in first North American 6MR regatta in 1915 in San Francisco Bay**

The birth of "International Rule" racing, Six Metre racing and the introduction of the Marconi rig on the American yachting race course all took place on San Francisco Bay simply because Teddy Roosevelt decided to build a canal!

Six Metre racing and development in this country has always been identified with the Seawanhaka Corinthian Yacht Club in Oyster Bay, Long Island, NY. Without a doubt that club and its members did more for the 6 Metre class in this country than all other yacht clubs combined. However, John Parkinson in his great two volume history of that club on page 137 of Volume Two states that, "these were the only boats of the class (6 Metre) in existence on this side of the Atlantic". On page 167 Parkinson shows a photograph of the "Jeanie" in 1921, shows her as 6 Metre, US no. 1. Mr. Parkinson had no way of knowing at the time that 6 metre US no. 1 was indeed the "Lady Betty" built for Captain John Barneson of the San Francisco Yacht Club 6 years earlier in 1915.

Fast forward to August 1929 and the Pacific Coast Yachting Association (PCYA) scheduled a championship regatta to be held on San Francisco Bay and the main attraction was the 6 Metre class. Nine 6 Metres entered, one from the Seattle area, three from Southern California and five 6's from San Francisco. The last race of the five race series held on August 30th was a classic. The boats raced around what was known as the "channel course" and it took a little over three hours to race a measured distance of 14 miles in about 18 knots of breeze; a 1.5 knot flood current was flowing for most of the race. The start was at 1:00 p.m. between two white nun buoys specially placed for this regatta just off the San Francisco Marina. Sailing conditions were perfect for the race, and three of the 6 Metres sailed a perfect race with the lead changing several times. According to the race committee, still anchored where the race had started, to record the finish, a classic photograph emerged showing three 6 Metres not only overlapped, at the finish but actually sailing with their spinnakers crossing the finish line almost simultaneously!

After much deliberation by those on the race committee, the "Ay-Ay-Ay" (US 34) owned by

Stuart Haldorn of the St. Francis Yacht club was declared the winner. This photograph became a classic and appeared in yachting circles all over the world. Ironically, there was some dispute that this photograph was "staged" for promotional purposes by the PCYA and should be removed from the walls of the StFYC. It was not, and the photograph remains one of the great ones recording sailing history on San Francisco Bay. Unfortunately, the original photograph was destroyed in the fire that consumed the St. Francis Yacht Club in 1976.

"Ay-Ay-Ay" and "Maybe II" were really about the all the 6 Metre activity there was on the Bay during the late 1920's and early 1930's. Both were built in Sweden in 1927, and shipped to this country for the 6 Metre International Regatta held at Seawanhaka Corinthian Yacht Club in Oyster Bay, NY. "Maybe II" won the Gold Cup and for the first time in this country, used what became known as the "Genoa Jib" - an overlapping headsail used for upwind sailing. Overlapping headsails had been known as "ballooners" for sometime - but fundamentally used as a downwind or reaching sail. Soon after the Seawanhaka's Gold Cup, Arthur Rousseau brought "Maybe II" and Stuart Haldorn acquired the "Ay-Ay-Ay", and both arrived by steamship in San Francisco Bay for the 1928 racing season. My father, Harrold Keefe, proudly sailed on "Ay-Ay-Ay" in 1930 when she recaptured the Pacific Coast Championship Regatta, beating "Synnove" in Newport Beach. Mr. Haldorn gifted the Pacific Coast Championship Trophy to my father as a token of his respect and friendship, and I am looking at that 86 year old trophy on the corner of my desk as I write.

Early credit for 6 Metre proliferation in San Francisco Bay belongs to Arthur Rousseau, Stuart Haldorn, Charlie Langlais and Dennis Jordan-all contributed greatly to San Francisco Bay sailing. They all strongly believed in intersectional racing, and thought nothing of shipping their boats to Southern California, while always encouraging Southern California yachtsmen to come north and race. They were successful in this end, and did much to help develop both the "R" class and the Six Metre class in both areas.

Except for some important intersectional racing, not much locally was going on in the Six Metre class during most of the 1930's. To celebrate the building of the Golden Gate and Oakland Bay Bridges, a World's Fair was scheduled for 1939, and yacht racing was to be an important part of that heavily marine impacted World's Fair on Treasure Island.

Treasure Island was constructed right out in the middle of San Francisco Bay hanging off of Yuba Buena Island, and with it, a sizable yacht harbor. Yachts from all over the world were invited to participate, particularly yachts of the International Six Metre class. Local yachtsmen began to acquire Six Metres mainly from back east, and several came from Europe. By 1938 there was a fine fleet of Six Metres here in San Francisco, and also in Southern California. However, as in 1915 at the previous World's Fair held in San Francisco, the International racing did not materialize. World War I did-in the 1915 effort, and World War II did the same to the 1939 World's Fair. Cancellation of Six Metre racing was a byline compared to the fact that Treasure Island, built by the Feds was to be an airport for Pan American's transpacific flying boats, like the China Clipper. Due to wartime necessity, it was turned into a naval base used by the US Navy from 1941 to 1997.

Much good racing did occur, however, perhaps highlighted by a visit by Crown Prince Olaf of Norway. He was a fine sailor, and a very experienced Six Metre sailor. He was here on a state visit without a boat so a match race was arranged for him. He sailed the syndicated Six Metre "St. Francis II" against Stanley Barrow's "Strider". The prince made it known in no uncertain words that he was not to win the race simply because he was a visiting prince, but if he was to win it would only be because the best boat won. He made many friends here, and a dinner in his honor was held the evening of the race (he did not win) and he was made a honorary Member of the St. Francis Yacht club. He presented the club with his house flag which was framed and hung in the grill room of the Club.

Thirty six years later in 1975 Prince Olaf, now Olaf V, the King of Norway, again visited

San Francisco. I was the Commodore of the St. Francis Yacht Club at the time, and received official notification of the pending visit from the Norwegian Naval Attaché at the Norwegian Embassy in Washington, D.C. He was enquiring if we had a Six Metre, and if so if we could arrange a day's sail for the king while he was in San Francisco? I replied that we had a brand new Six Metre, "St. Francis VI", and would be delighted to have the king aboard. The wheels were set in motion, and we arranged for a luncheon at the club followed by an afternoon on the Bay.

We used Staff Commodore Dennis Jordan's 65' motor sailor,"Cordonazo," as a mother ship to tow the Six Metre with Tom Blackaller's racing crew, and got under way about 1400 hours from the yacht club. The king chose to ride in the Six Metre. San Francisco Bay was doing its usual thing and then some. By mid afternoon it was blowing over 30 knots in the center of the Bay, and there were some nervous people about, particularly the Secret Service types. They didn't like the sailing idea from the start, and before we got underway had a bomb squad and divers check the bottom of "Cordonazo" and the Six Metre. The Coast Guard provided three inflatables for the agents and skin divers. As we were heading back to the club about 1700 the Chief Secret Service Agent said to me, "are they in any danger on that little sail boat? I replied, "anybody in a Six Metre was ALWAYS in danger". He didn't like that answer, and immediately got on his hand held radio, and told the divers in the inflatables to stay very close to the sailboat, and to rescue the king first if the boat sunk. With that Tom Blackaller who had been listening came up on his hand held, and said, "if this boat sinks all you guys are going to see is 5 unidentifiable heads bobbing in the waves and each one of them is going to be yelling, "I'm the king!" When we got in the king was a very wet king. But he had a great sail, and we like to think, one of the best Six Metre sails he ever had. Flying from the starboard spreader of "Cordonazo" the entire time was the house flag that the king had left with us in 1939. Sadly it was lost in the fire that destroyed the St. Francis Yacht Club in 1976.



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## PARTICIPATING SKIPPERS

YACHT NAME	COUNTRY	YEAR/CLASS DESIGN	DESIGNER	BUILDER	SKIPPER	YACHT CLUB
<b>Blade</b>	CAN 111	1986/Modern/Wing Keel	Howlett	Elephant Boatyard, U.K.	Peter Wealick	RVYC
<b>Bear</b>	USA 124	1989/Modern/Wing Keel	Pelle Pettersen	Batbyggarna AB, Ronnang	Andy Parker	Port Madison YC
<b>Llanoria</b>	US 83	1948/Classic/Rule 3	Stephens	Nevins City Yard, NY	Peter Hofmann	Port Madison YC
<b>St Francis IX</b>	CAN 135	1985/Modern/Wing Keel	Pelle Pettersen	Batbyggarna AB, Ronnang	Robin Driscoll	StFYC
<b>Lucie</b>	US 55	1931/Classic/Rule 2	Clinton Crane	Nevins City Yard, NY	Matt Brooks	StFYC
<b>Sprig</b>	US 43	1930/Classic/Rule 2	Clinton Crane	Nevins City Yard, NY	Greg Stewart	SDYC
<b>Arunga</b>	USA 118	1981/Modern/Wing Keel	Pelle Pettersen	Batbyggarna AB, Ronnang	Bob Cadranel	StFYC
<b>Hanko III</b>	US 96	1955/Classic/Rule 3	Aas	Aas	Thomas Kuhmann	Bayerischer YC
<b>Sting</b>	USA 127	1989/Modern/Wing Keel	Pelle Pettersen	Batbyggarna AB, Ronnang	Russ Silvestri	StFYC
<b>Scoundrel</b>	USA 126	1986/Modern/Wing Keel	Howlett	Litton	Eliza Richardz	StFYC



## USA 83 LLANORIA

Arguably one of the two greatest Six-Metres ever built, Llanoria was designed by Olin Stephens and built by Henry Nevins, New York, for the 1948 Olympic Games at Torbay, at which, helmed by Herman Whiton, she won the Gold Medal, winning again in 1952 at Helsinki. She also won the One Ton Cup that year and again at Hango, Norway in 1957. In 1949 helmed by 'Buss' Mossbacher she took part in the contest for the British-American Cup at Cowes, which the US again won, with however Circe actually beating Llanoria on points. However, at the subsequent Cowes Week, Llanoria won overall with three wins and a 2nd in the five races. In 1955 Llanoria, now owned by the great former Norwegian helmsman Magnus Konow, once again led the US team, finishing first in all four races. It was then after the One Ton Cup in 1957 that she returned to the US to Long Island Sound. Subsequently she went to Seattle and it was in that area that she was laid up after a horrible collision in 1984, after which she was rescued by Peter Hoffman's father Harry, who rescued a number of boats from destruction. After careful repair and re-construction by Peter Hoffman, in 2011 she reappeared on the international scene when, helmed by Erik Bentzen, she finished 3rd in the Classic Six-Metre World Cup at Helsinki. At the 2012 Europeans at Nynashamn, helmed on that occasion by Eric Jespersen, she finished 2nd, and in 2013 finished 3rd at the Robbe & Berking Classic World Championships.

Designed and built for a syndicate headed by Herman 'Swede' Whiton. Also owned by the Norwegian whaling magnate, Magnus Konow. It could be argued that Llanoria is laden with more significant trophies and accolades than even US 81 Goose. Llanoria is the only 2-time Olympic Gold Medal winner. The first came in 1948 in Torquay, the second at Helsinki in 1952, the last Olympics in which sixes competed. Llanoria won the One Ton Cup twice, first in 1951 then in 1957, as well as the Seawanhaka Cup twice, first in 1948 and then in 1953. Llanoria was sold to Norway (N84) for a few years then returned to the USA. She was based

in Victoria, Canada in the 70's and competed in both the 1973 and 1979 World Championships in Seattle. Harry Hofmann and his son Peter then acquired her and performed a complete rebuild in the mid 80's. After a brutal t-bone collision in 1985 with KA8 Pacemaker the boat was out of the water until June 2011. Llanoria's performance since her restoration at Jespersen Boatbuilders has been impressive. She placed 3rd in her post-restoration debut at the 2011 World Championships in Finland in a field of 45 boats, then placed 2nd at the 2012 European Championships in Nynashamn. In 2013 she was again on the podium, placing 3rd at the 2013 Robbe & Berking sponsored World Championships in Flensburg. Llanoria dominated the warmup regatta at the abandoned 2014 European Championships at Falmouth and won the 2015 World Championships on Quiberon Bay, near La Trinite sur Mer in France under Eric Jespersen's steady hand. The same crew on Llanoria recently won the 2016 European Championships at Brunnen, Switzerland. Llanoria will join the competition at St. Francis Yacht Club in October 2016 for the North American Championship- then onward to the 2017 Worlds in Vancouver.

### RECENT RESULTS

**2011—WORLD CHAMPIONSHIPS**  
Helsinki, Finland - 3rd of 45

**2012 - EUROPEAN CHAMPIONSHIPS**  
Nynashamn, Sweden - 2nd of 18

**2013 - WORLD CHAMPIONSHIPS**  
Flensburg, Germany - 3rd of 23

**2014 - EUROPEAN CHAMPIONSHIPS**  
Falmouth, England - no conclusion

**2015 - WORLD CHAMPIONSHIPS**  
La Trinite sur Mer, France - 1st of 23

**2016 - EUROPEAN CHAMPIONSHIPS**  
Brunnen, Switzerland - 1st of 16

# Olin J. Stephens II North American Classic 6mR Cup DEED OF GIFT

**Introduction and Statement of Purpose:** The “Olin J. Stephens II North American Classic 6mR Cup” (hereafter “the Cup”) is designed to allow North American based 6mR yachts, yachts with a declared home port in North America and skipper being a dues paying member of the North American Six Metre Association (NASMA), to race in a manner that balances the developmental and evolutionary nature of the 6mR class with the desire by yacht owners to use and maintain their yacht as a means of paying homage to the designers, builders and skippers of the “golden age of yachting.”

While a “classic yacht” defies precise definition, for the purposes of the Cup, a classic should include any boat that respects traditional build practices, including wood materials, and keel hung rudder underbodies prior to 1965. Thus, a replica of a design before 1965 built according to the ISMA Replica Rule would be a welcome addition to a racing fleet.

The Cup derives its name from Olin J. Stephens II, who designed more than 40 6mR boats throughout his career and was an obvious force, both as designer and sailor, in races done in 6mRs (inter alia Scandinavian Gold Cup, One Ton Cup, Seawanhaka International Challenge Cup, British-American Team Race Challenge, and King Edward VII Gold Cup). It is fitting to inaugurate the Cup on the jubilee of his first 6mR design in the year 2005.

The purpose of the Cup is threefold: (1) to test both boats and skippers in several different racing formats, distances and conditions in order to award the most versatile boat and flexible skipper with the title “North American Classic 6mR Champion,” (2) to promote camaraderie among owners from North American fleets with the intent of increasing interest and participation in the class and provide the means for classic 6mR’s to be celebrated by all, (3) and provide owners the opportunity to exhibit and use the yachts for their original design intention, to be enjoyed as racing, day-sailing yachts.

## 1. Trophy

**a. Description:** The “Olin J. Stephens II North American Classic 6mR Cup” is a perpetual trophy donated by the North American Six Metre Association (NASMA) and is awarded to the winner of the racing series, or North American 6mR Classic Champion.

**b. Ownership and care:** The Trophy is to be kept at the premises of the current champion’s yacht club, which is responsible for the Trophy’s safekeeping, the engraving for its champion’s year, and delivery to the location of the next North American National Classic 6mR championship.

**c. Any other trophies or awards:** Option to grant trophies to fastest boat designed under the 1st, 2nd and 3rd 6mR rules.

**2. Administration of the Trophy:** The North American Six Metre Association shall administer the trophies in accordance with the Deed of Gift. If the provisions of this Deed of Gift are not met, the trophy shall not be awarded.

**3. Trustee and Guardian of Trophy:** The Puget Sound Six Metre Association shall act as Trustee for and Guardian of the Olin J. Stephens II North American Classic 6mR Cup. If the Trophies are not raced for as provided by this Deed of Gift, or if NASMA does not schedule the required competition, the Cup Trophy shall be returned to the Puget Sound Six Metre Association, which shall endeavor to maintain the Trophies.

## 4. The Competition

4.1 The Cup shall be competed for every year except years of a scheduled 6mR World Cup event hosted in North America. The Cup shall alternate between active North American classic 6mR fleets recognized by NASMA.

4.2 Effort shall be made such that the Cup shall be competed for in conjunction with the US National trophy, allowing modern and classic 6mRs to race together.

4.3 A fleet wishing to host the Championship shall make a formal request at a NASMA General Meeting. In the absence of a NASMA meeting, the request should be made to the PSSMA. Approval for the request shall require a simple majority of the members present.

4.4 All entrants must be dues paying members of NASMA.

4.5 Entries shall be open to all yachts of the International Six Metre Class having a valid Certificate of Rating for the current Class Rule. At the discretion of the Organizing Authority, yachts which do not hold valid

Certificates and have not undergone hull modification, ballast changes, or sail plan changes, may be allowed to enter in order not to exclude older yachts suffering from hull deformation or water retention.

4.6 The location and date of the Cup shall be advertised six months prior notice on the NASMA home page. 4.7 The Championship will be valid if at least three yachts are entered.

## 5. Competition Schedule

5.1 In order to constitute a valid championship, a minimum of five and maximum of seven races must be sailed. The final results shall be calculated as follows:

(i) In the event that six or seven races can be sailed, the final result shall be calculated from the five or six best races of each competitor, thereby allowing one discard.

(ii) Should match racing stage be included in the series, the Organizing Authority shall hold the number of matches required to allow all boats to race each other once. The boat with the greatest number of wins is awarded first place for the series scoring, etc. Any ties shall be broken with an additional match. Should there be more than two boats tied, they will compete in a “fleet” format with the position determined by the finishing order.

(iii) In the event that only five races can be sailed, the final result shall be calculated from all five races.

5.2 A minimum of five races is required to constitute a valid Championship. 5.3 A day in reserve shall be scheduled at each championship regatta for the purpose of achieving the maximum number of races. 5.4 The regatta schedule shall be left to the Organizing Authority with every reasonable effort to achieve at least six races.

## 6. Courses:

6.1 Courses shall be decided by the Organizing Authority with the aim of providing various formats and conditions, which shall include but not be limited to: port to port, windward/leeward, and match racing.

## 7. Time Limits

7.1 With respect to port to port races, the time limit is based upon the ability of the first place boat to finish one hour before the official local sunset, thereby making the race official for all participants. Boats that cannot finish before sunset are encouraged to abandon the race and make every possible effort to reach the finish line before the sun sets.

7.2 Windward/leeward courses shall have a time limit of five hours. In addition, there shall be a time limit of one hour to complete each windward leg, which shall be calculated as follows:

(i) With regard to the first windward leg, the time limit shall expire one hour after the starting signal.

(ii) With regard to subsequent windward legs, the time limit shall expire one hour after the first yacht will have rounded the leeward mark.

(iii) If any of the time limits expires without any yacht having completed the relevant windward leg or finished the race as the case may be, the race shall be abandoned.

(iv) If any yacht finishes within the time limit of 5 hours, the race shall be valid for all yachts which finish within 30 minutes after the first yacht over the finish line. .

## 8. Scoring

The Low Point Scoring System as specified in Rule 89.3 and Appendix A of the International Sailing Federation Racing Rules whereby each yacht finishing in a race and not thereafter retiring or being disqualified shall score points as follows:

- 1 point for first place
- 2 points for second place
- 3 points for third place and so on.

The lowest score after all races and discards is the champion.

## 9. Rules

9.1 This Deed of Gift, the current International Sailing Federation Racing Rules of Sailing (RRS), the Rating Rule and Measurement Instructions of the International Six Metre Class and the ISMA class Rules shall govern the Championship.

## 10. Protest Committee

10.1 The Organizing Authority in accordance with ISAF shall appoint a Protest Committee, whose decisions regarding any and all protests shall be final.

## 11. Revisions

11.1 Revisions of this Deed of Gift can be made only with a petition from a NASMA member in good standing and approved by majority vote at a NASMA General Meeting. General Meeting votes shall include ballots conducted via mail and e-mail.

# ROBERT “RC” KEEFE

*Honorary Admiral of the StFYC 6mR Fleet*

BY MARK DAHM



Many of us know Staff Commodore Robert “RC” Keefe as the good-spirited, endearingly cantankerous sage of nautical history and maritime lore at St. Francis Yacht Club. He is that fine yachtsman of impeccable looks, dress and manner who graces the halls of the Club on a regular basis and is always prepared to deliver “the rest of the story” on a historic piece of naval history, an unknown legend surrounding a yacht race, a vessel, a trophy, a boat model or the personality associated with any of the above.

## EARLY YEARS OF 6MR -1920’S-30’S

RC’s first exposure to the 6 Metre came vicariously through stories from his father, Harold Keefe, in the 1920s and 30s sailing on the 6 Metre Ay-Ay-Ay or other “International Rule” or “Universal Rule” yachts owned by various San Francisco yachtsmen. Harold Keefe’s reputation around the “old” Corinthian Yacht Club was exceptional; if you wanted to win, you wanted Harold on board.

Besides being one of the best racing crews of the time, Harold Keefe was frequently called upon for his talents in shipping 6 Metres and R Class boats to Southern California. At that time, little thought was given to having a tow deliver the yacht in question alongside the ship just prior to sailing. Harold Keefe would take over, and immediately decide whether to pull the mast out of the yacht or not. His decision mainly had to do with the water conditions alongside the ship. If things were calm, the mast stayed in; if not, the mast would be pulled. More often than not, the mast stayed in the boat. With one of the ship’s cargo booms, the yacht was then lifted aboard and set down on the after deck which was somewhat protected by the ship’s superstructure.

These yachts were all built with lifting rings on at least two of the keel bolts. The longshoremen then used four-by-fours to build a cradle under the boat to support her for the trip. This entire effort usually took less than an hour.

According to RC, “my Dad was a painting contractor, but did these jobs because he often was going to sail on the boat being shipped. He might go along on the ship’s overnight run to San Pedro or Wilmington, and then see to reversing the process upon arrival. If racing was in the Los Angeles outer harbor, and was over early Sunday afternoon, the crew of the yacht would sail her shipside and help get her loaded for the trip back to San Francisco, perhaps arriving sometime Tuesday.”

This was all apparently part of intersectional racing routine in that day and age. RC Keefe continues, “Dad once told me that the secret of shipping a yacht was to find the officer on board just below the captain. A ten dollar bill

to him assured that things would work out perfectly. They always did; he never had an accident.”

## ORIGINS OF AMERICAN AUSTRALIAN CUP:

### 1970-1986

The “1st wave” of syndication/purchase of 6mR yachts at St. Francis Yacht Club was launched in 1939 to race in the Golden Gate International Exposition Regatta, but due to wartime interruption, it never happened. RC Keefe was instrumental in the “2nd wave” of StFYC syndication of 6mR American-Australian racing in the waters of San Francisco Bay in 1968-69. The July 1969 series on the Bay coincided with Neil Armstrong’s Apollo moonwalk. It prompted a group of StFYC yachtsmen, led by RC Keefe, to found the “Apollo Syndicate”. This syndicate initiated the Deed of Gift for the “American-Australian International Six Metre Challenge Cup” between StFYC and the Royal Prince Alfred Yacht Club (Newport, Australia).

The series was to alternate venues every three years, and was consistently won (7X) by StFYC skippers Tom Blackaller or John Bertrand through 1986. The StFYC Apollo Syndicated funded and commissioned at least four 6mRs named St. Francis IV – IX. RC Keefe was a great sailor and team manager of several of these winning 6mR teams in the 70s & 80’s. This legacy, started by Keefe and fortified by Matt Brooks, paved the way for the resurgence of the 6mR racing under the StFYC burgee in the last several years. The St. Francis IX will be racing in this year’s Oct 2016 North American Championship. Along the way (80’s & 90’s), RC Keefe helped mentor and groom some of our yacht club’s world class sailors: Craig Healy, Paul Cayard, John Kostecky, Bob Billingham, Russ Silvestri and the list goes on...all of whom fought in the mahogany and fiberglass trenches of the 6mR class.

## PRESENT DAY

These days, Staff Commodore RC Keefe is an institution at St. Francis Yacht Club. Every Tuesday, you can find him here, fulfilling his

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*These days, Staff Commodore RC Keefe is an institution at St. Francis Yacht Club. Every Tuesday, you can find him here, fulfilling his ritual rounds. Commodore Keefe winds every clock in the building and takes inventory of every piece of artwork, every model, every trophy.*

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ritual rounds. Commodore Keefe winds every clock in the building and takes inventory of every piece of artwork, every model, every trophy. He notes any items that have moved or changed, and he meets every person who walks into the building—partially to inspect them, and partially to ensure they too are instilled with a sense of respect for his home. He tells stories to anyone willing to listen. For those with limited time, he barks out a classic Keefe-ism, “Now go make something happen”, “Write if you find work”, “Atta boy!” or “Wake me when the weather moderates.”

For those with a bit more time, he unlocks his steel-trap mind and offers an outpouring of wisdom, laced with bullshit and bolstered by a healthy amount of grouch. Oh, the stories he has told.

It wouldn't be right to reveal all of his nuggets, but here are a couple beloved RC rants:

#### **IN THE JOINT**

An anonymous member tells the story of an average afternoon in the Grill Room at StFYC when RC Keefe was holding court at the bar. A customary tourist/fishing boat was cruising a bit too close to the club, heading to the Golden Gate Bridge and spouting off on the loudspeaker the usual SF Cityfront factoids and lore about the St. Francis Yacht Club. After the

tour guide shared the fictitious credentials of admittance to the Club, RC stormed out the Bayside door and barked at the passing tour boat “I don't care how much money you have or who you think you are; we still won't let you in this joint!”...So proud of his home.

As told by RC: “When you write a book about this place, you've gotta save an entire paragraph called ‘What the HELL WERE THEY THINKING?’. It's freezing ass cold here. Who ever thought it would be a good idea to build a yacht club? Yacht clubs are for palm trees and warm breezes, not this GD ridiculous cold. The ‘Founding Fathers’ must have been drunk!

...Or maybe they were just tough. God knows the women were. They had to walk all the way to San Francisco, across Wyoming, next to their covered wagons. And they didn't have any of this GD SPF 15 or 30 or baby oil. They were lucky to have a hat!”

We are proud to acknowledge and cheer the energy, perseverance and vision of RC Keefe to rally the team and bring the “Sixes” back to StFYC. We stand on the shoulders of great men to make this Corinthian yachtsmanship happen, and we look forward to many more years of wonderful 6mR International competition. Staff Commodore RC Keefe's place in the annals of our history are secure as a sailor, curator/historian and gentleman.

As RC would say, “Whose idea was this place anyway?”

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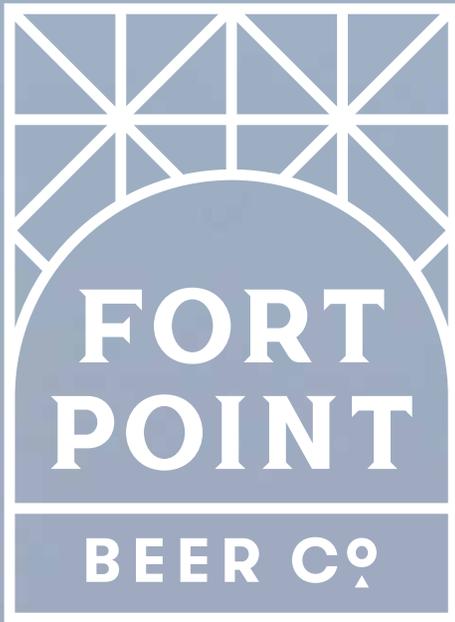
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