



International 1

news

N.8212

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AUTUMN
1992

Class of the Month



The 11 Metre

Designed in 1990 by Ron Holland, the 11 Metre is an affordable, scaled-down version of the new America's Cup Class. With performance and fun topping the list, this 34-foot keelboat is constructed to stringent one-design specifications.

Speed and acceleration are exceptional for a boat her size. She planes readily in moderate air and is thrilling to race at all levels of expertise and competition. The 11 Metre's stability, maneuverability and large cockpit are also ideal for family daysailing and handicap racing. Completely trailerable, a tabernacle spar, self-tacking jib and simple three-sail inventory make her easy for men, women, or children to rig and sail.

The 11 Metre sports a Harken hardware package. The traveler is a #214 car riding on a #142 track. The 6:1 mainsheet leads to a #144 swivel base with #009 Hexaratchet® II+2 mounted on the control console aft of the traveler. The self-tacking jib sheets to a #1508 traveler car riding on a #1511 track which is radiused to match the jib LP. Running backstays turn through #1548 mid-range cheek blocks before leading to the front of the control console. Three Harken B16.2STA self-tailing aluminum winches are positioned to control the halyards, jib sheets, and running backstays, and are available for use with the spinnaker sheets.

Harken and the 11 Metre – an America's Cup connection.

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11 Meter Class Assn. – International One Design Group, 11 Market St., Suite 4, Ipswich, MA 01938, (508) 356-5278. **Builder** – Precision Boat Works, Inc., 1511-18th Ave. Dr. E., Palmetto, FL 34221, (813) 722-6601, Fax: (813) 722-5595. For more information about the 11 Metre please circle 204 on the reader service card.



Please support the United States Sailing Association by becoming a member.

having seen rapid development of the class and the joy people all over the world are having sailing the 11 Metre, I am glad to introduce to you the first international edition of 11 Metre News.

The purpose of this publi-

cation is to keep 11 Metre sailors informed on the development of the class and to provide a forum for discussion on class issues.

Enjoy!

Gutta Johansson, S-111
Chairman of the Launching Committee

International Class Association

The International Class Association will be constituted on January 31st 1993. The Association will be run by a Launching Committee until January 1994, when it will be replaced by an elected International Governing Committee. The election will take place in form of a postal ballot among the active members of the Association in autumn 1993. A copy of The International Class Association Rules can be requested from the 11 Metre Class Office.

1993 Annual General Meeting

The Annual General Meeting will be held 7 pm on August 17th in Tanums Strand, Sweden, before the International Championships of the 11 Metre Class.

Launching committee

Chairman
Gutta Johansson, SWE

Vice chairman
James MacPhail, AUS

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US-representative
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Technical director
Stefan Winberg, SWE

Secretary
Int. One Design Group, SWE

One Design Rules

The One Design Rules can be requested from the 11 Metre Class Office. A revised version of the Rules will be effective as of January 31st, 1993.

International 11 news

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Editor Harald Versteegh

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For additional information on advertisements and articles contact Class office.

Class office

Int. 11 Metre Class Association
Österlånggatan 14
S-111 31 Stockholm, Sweden
Tel +46 (0) 8 700 00 11
Fax +46 (0) 8 24 82 94

11 Metre Class Office hours are 9 am to 5 pm in Stockholm.

Pictures and videos wanted

All pictures and videos that has been taken with the 11 Metre in action is of interest to us. Please send everything you have got. We will copy and return the originals to you or buy them from you. Send your pictures to the Class office.

The internationalization of the 11 Metre

The aim of the International One Design Group is to create a true international one design class. This aim is reflected in the design as well as in the marketing of the 11 Metre. Our success in establishing a presence worldwide in a very short time during severe economic times has given us confidence that the concept is right and that the 11 Metre will achieve a status as one of the leading international one design classes.

An international design

The 11 Metre is contrary to many other yachts from the very beginning designed as an international yacht.

The design of the yacht and the production procedures allows manufacturing with small tolerances at multiple locations. Biaxial and triaxial glassfibre is used, which facilitates control of resin content, and thus weight, and provides a lighter and stiffer hull in comparison to traditional glassfibres. The lead keel has a glassfibre cover, which secures small variations in keel shape.

Transport has also been a major consideration in the design. The mast has the same length as a container. The width of the 11 Metre corresponds to maximum width according to EC-regulations for road transport.

Worldwide presence in 1992

During 1992 the 11:Metre has been sold to sixteen countries worldwide and production has been established on three continents, which hardly any other class has achieved in such a short time after market introduction.

For the future growth of the class the 11 Metre project can rely on highly experienced people from the One Design area, as for example:

Josef Resch- Dealer in Southern Germany with considerable experience from the biggest class in Germany; the H-Boat Class.

James MacPhail- Dealer and builder in Australia and a top Etchell Sailor.

Bill Richards- Sales Representative in USA with experience from the Laser Class

For further information on the 11 Metre please contact Gunilla Berglund, Fredrik Karlsson or Harald Versteegh.

INTERNATIONAL ONE DESIGN GROUP AB

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Racing single handed

Josef Resch wins the Urfahrner single handed race on Chiemsee

Standing in front of your 11 Metre knowing that you have to sail it alone is a strange feeling when you are used to racing with a well trained crew, especially in a strong gusty westwind.

The mainsail suddenly looked much larger than normal. On the other hand the small self-tacking jib somewhat restored my confidence.

The approach to the starting line was the first time I sailed the 11 Metre single handed. I felt more comfortable by the second in the squally wind up to 5 Beaufort.

Starting

On the starting line, I was able to manoeuvre quicker than my competitors, as the boat was very quick on the rudder and I could let the self-tacking jib do its job. Using my superior ability in manoeuvring the yacht, I could position myself perfectly on the starboard end of the line by the starting vessel to do a classic start passing the line on the shot, leaving 60 competitors behind me. A marvellous feeling!

By the first tack I ran into problems. I couldn't tighten the runner. In the rush, I had falsely drawn it underneath the traveller control lines. I had to tack back and sort things out lying on the floor in the cockpit. Looking up again I saw to my amazement that I

had hardly lost any distance to my competitors. The 11 Metre was sailing like a locomotive in the strong wind. Nothing could stop it.

On the other hand, looking back, some of my competitors had run into severe problems in handling their boats alone in the relatively strong wind. My lead on other boats like Asso 99, Toucans, Dynamic 35 and Jokers continued to increase.

Consolidating the lead

On the run, which was sailed without spinnakers, some boats with large topgenoas started to approach me. On the next close reach, being able to trim the rig against the log, and adjust the runners and the checkstays from the helmsman's position, I increased my lead on the second boat. The last leg over five nautical miles was child's play, as I knew that no other boat

could match the speed of the 11 Metre upwind in this breeze.

Even though I loosely covered the second boat, in every tack I increased the distance a couple of boat lengths, thanks to the self tacking jib, I didn't have to pull in any foresail.

Finishing ten minutes before the second boat, a Toucan, and winning the race on handicap, I have to say that I was astonished of how easy the 11 Metre was to sail single handed in a strong breeze.

Josef Resch, G-148



Josef Resch in his 11 Metre first to the dock, 10 minutes ahead of the second boat.

AeroSail purchased six 11 Metres

Talented yachtsmen and -women will be offered the opportunity to participate in team training on the basis of a specially conceived 6-boat concept.

AeroSail GmbH was founded to promote sailing sports. Sailing combines in an ideal manner individual and team performance, promotion at club and national level and the highest level of competitive sport with high technology for sailing boats and sports equipment. Sailing is an international and Olympic sport and is in no way harmful to the environment. It is therefore an excellent sponsoring medium for high-tech companies such as Deutsch Aerospace as well as for other divisions of Daimler-Benz AG such as Mercedes-Benz, AEG and debis.

By means of a wide variety of campaigns and events, AeroSail intends to promote competition for as yet undiscovered sailing talents.

With the support of Deutscher Segler-Verband and associations, AeroSail is organizing a nationwide talent spotting and

development scheme. The aim is to find, recruit and promote yachting talent in top sailing classes throughout Germany, including the new Laender. A series of regattas are to be held at a variety of locations and the best crews will be given the chance to take part in international competitions such as the Match Race Circuit as well as other international regattas and offshore events.

In 1993, talented yachtsmen and -women will be offered the opportunity to participate in team training on the basis of a specially conceived 6-boat concept, assisted by recognized sailing experts. For these events, AeroSail will provide 11 Metre yachts. This will allow young people to train practical skills and acquire useful knowledge in sail analysis, trimming and optimization and to obtain experience in Match Race tactics under expert tuition.

■

*For information contact:
Hans-Jürgen G.A. Wieland
Tel (089) 607-29018, Fax (089) 607-28727*



On the Garda Lake some of the most spectacular racing in the world is taking place. The lake is surrounded by two to three thousand metre high mountains and a strong breeze is guaranteed by the mountain winds, the "Vento" and the "Ora". The racing is taking place in extreme one off designs called "Libera"-boats with huge sail areas, outriggers and trapezes. The only limitation is the length of the boat. The races are big public events and the sailors of the "Liberas" are treated like heroes.

Surprise on Lake Garda

How did the 11 Metre, a normal production boat, fare in this environment? It won the two most important events, the Centomiglia and the Gorla, in the open class up to eleven metres boat length.

In the Centomiglia with 350 participating boats, the 11 Metre had been powered up with a top genoa, overdimensional mainsail and trapezes. The yacht was sailed by Hubert Raudaschl, multiple Olympic and World Champion.

The Gorla was characterized by strong winds, over 7 Beaufort, and a third of the 314 boat fleet had to abandon due to failures. Pascal Marty from Switzerland sailed the 11 Metre for a comfortable 10 minutes over 30 sea miles while observing the problems his competitors were having.

Max Schmid Z-146

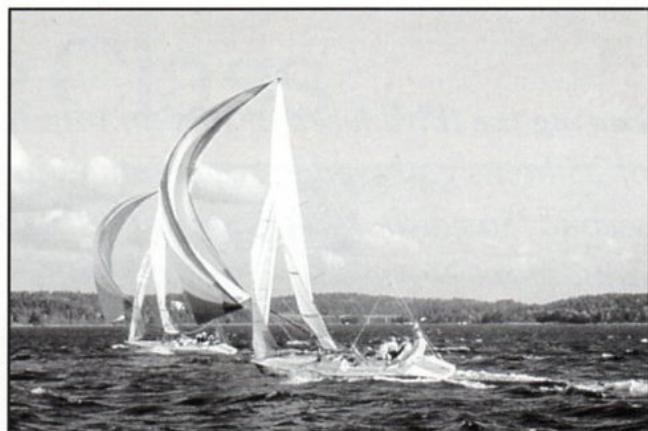
Jochen Schümann wins in Damp

Top German sailors gathered to sail the first 11 Metre Match Race in Germany in Damp on October 17th and 18th.

36 races were organized under excellent wind conditions (Beaufort 2 to 4). Jochen Schümann, twice Olympic gold medal winner, won the event with seven victories out of eight races. Thomas Gosch, German Champion in OK-dinghy, finished second. Wolfgang Hunger, twice 470 World Champion, finished fourth.

The races were sponsored by Ostseebad Damp GmbH, a hotel operator, who offered free meals and accommodation, and BMS, a manufacturer of sailing gear, who provided each of the participants with a bag from its latest collection.

A new way of judging was employed. Where the participants appointed judges among themselves to judge the races standing at the stern of the 11 Metres. It worked amazingly well and created a much more relaxed



atmosphere among the sailors.

The races were so well received among sailors and spectators that the event will be held again next year in conjunction with the twentieth anniversary of Damp Yacht Club, and a trophy, "Damper 11er Matchcup", has been arranged.

Frank Sothmann G-189

HARBECK

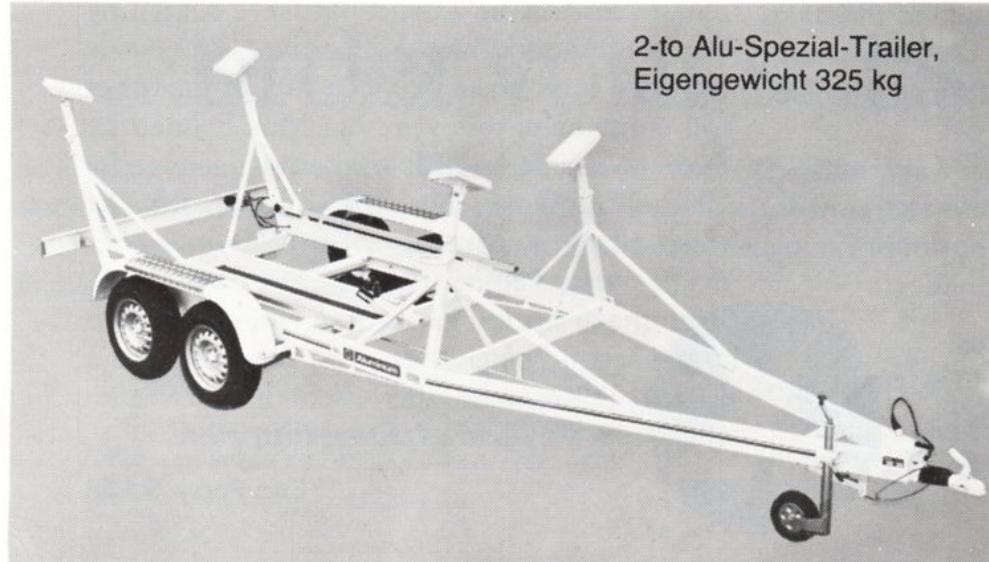
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Sandhamnsregattan

International Nationals

During the third week of July an International 11 Metre fleet of 25 boats gathered in Sandhamn outside Stockholm for the second Swedish Championship. International competitors came from Norway and Switzerland.

Six races were completed in as many days on offshore courses located some 8 NM outside of Sandhamn. The regatta was organized by the Royal Swedish Yacht Club who provided good racing and an impressive social schedule. The event had attracted much sponsorship, several event sponsors contributed to the arrangement as well as an impressive list of individual sponsors. Some of the competing yachts actually advertised sponsors' corporate or brand names, the winner Schick Advantage, Silva, Big Mac, Ray Ban and Björn Borg.

Fair conditions

Racing took place in mostly light to medium winds on approximately 12 NM courses that were set up in a newly designed fashion to accommodate the needs of the organizers, who had several other classes competing on the same or parallel courses. Other classes competing were six-metre, dragons and 5-metre.

After the first upwind the 11-Metre changed courses by broad reaching to the first leeward mark before going upwind again to the next weather mark. From there on the course was "traditional" with reaches and runs as well as two more upwinds.

The weather during the regatta was fantastic, bright sunshine most of the time and many a sailor wore no more than optimal racing equipment; shorts, shoes and shades.

A hardworking jury

Racing was, as always in the 11-Metre class, close and exciting. The six races provided four winners and most of the top boats ended at least once up on the bottom half of the

standings. As always with close racing, general recalls were often fired at starts, and mark roundings caused many in-

teresting situations with often no less than ten boats going around the mark at the same time. Of course, the close racing guaranteed the jury late nights as most races resulted in several protests. Racing was, however, fair and the protests were mostly a result of the intensity of the class.

Tight at the top

Race number four made the regatta even more exciting as light and shifty conditions caused great confusion and certainly shuffled the scoreboard around. For example, future winner of the regatta Schick Advantage, helmed by sailmaker Stefan Winberg ended up 18th after "banging the wrong corner" on the first beat. That position put a serious dent in Winberg's outstanding series of 3-2-3-18-2-3 that brought him to the winning circle. Winberg was one of the first to catch on to 11-Metre sailing and definitely one of the top performers this season.

The second place was captured by Silva, Arne Sjöberg, who also has had a good season with several firsts and seconds. During this regatta Silva won 3 races but were beaten by Winberg by a narrow 1.25 points. The battle for third took place between two of the other top contenders this year Big Mac helmed by Staffan Carlens and Elvira that was steered by Claes Brunnhage. Big Mac finally took the third place by a margin of 0.75 points after even performance throughout the week. Brunnhage steered Elvira to a win in race two and a second place in the last race, but had a varied performance otherwise. Top Norwegian contender Ray Ban captured fifth place.

Eric Forss S-133

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Fram Cup Davis Cup Sailing

In conjunction with the visit of the Norwegian King and Queen to Stockholm the two Royal Sailing Clubs from Norway and Sweden held a team race in central Stockholm. The race followed a Davis Cup tennis schedule, i.e. the race series included match races, singles, and double team races and on-the-water-jury and public address made the event a success. Norway was represented by Clause Landmark,

the Whitbread sailor, and Mette Terland, well known H-boat Champion. Sailmaker Stefan Winberg and Olympic sailor Marit Söderström sailed for Sweden. Light winds and shifts made racing difficult. The Swedes seemed to have an edge, both in Match racing and in the Team racing winning every race but one. Everybody look forward to next years event in Oslo, with the same popular Davis Cup schedule. ■

Per Pettersson

Nordic Match Racing Champion

In mid-september the top match racing teams of the Nordic countries, Sweden, Norway, Finland and Denmark gathered in Saltsjöbaden to fight for the prestigious title of Nordic Champion. Each country's two teams had been selected by their respective National Sailing Association. The Royal Swedish Sailing Club, KSSS, organized the event in a professional manner with an on the water jury. Everything was set up for a thrilling weekend, with six 11 Metres at the organizers' disposal. The very light and shifty conditions at the start of the races on Saturday continued through to Sunday. This lack of wind resulted in only the Round Robin series of race being completed, making it a tight battle for the title. Eventually the winner was Per Pettersson from Sweden, second Henrik Lundberg, Finland, and third Magnus Lundgren, Sweden. ■



Swedish Ranking November 1992

Rank	Sail no.	Helmsman
1	153	Winberg Stefan
2	150	Team Silva
3	111	Team Björn Borg
4	107	Big Mac
5	133	Brunnhage Claes
6	139	Kronenbourg
7	140	Winqvist Gustaf
8	155	Bruske Esbjörn
9	4444	Wang Hans
10	127	Team Ratata
11	8182	Kristiansen Asbjörn
12	123	Nilsson Hans
13	104	Hot Shot
14	157	Team Glädje
15	109	Johansson Mats
16	120	Peter Melander
17	128	Swärd Sören
18	110	Team Zimmerman
19	163	Falkenberg Bengt
20	121	Wallenberg Fredrik
21	8200	Landmark Claus
22	116	Berglund Niels
23	112	Team Eklind
24	119	Sjögren Nicklas
25	118	Roald Per
26	8190	Magdahl Kjell-Rune
27	146	Pascal Marty
28	130	Kraft Stefan
29	8185	Fjoran Ragnar
30	108	Davidsson Dan
31	132	Wessel
32	115	Söderberg Jakob
33	8212	Torgersen Henrik
34	126	Axelsson Bo
35	125	Fagergren Anders
36	162	Hansson Richard
37	117	Löfgren Stefan
38	180	Björkland Mats
39	103	Team Draken
40	114	Andersson Jan
41	113	Koert Wim
42	129	Meier Lars
43	106	Bengtsson Ingvar

Thunder on Tokyo Bay

The weather gods weren't merciful towards the finalists of the Japanese 11 Metre Tournament on Tokyo Bay in June. Racing was challenging with thunder and rain. The wind conditions were 2-10 knots with wind shifts of 180 degrees! It's obvious, however, that nothing could stop the 11 Metre sailors!

Teams had come all the way from Kyushu in the south of Japan. Three teams had, winning their regional series, qualified to the finals.

Team "Cha-chan" showed excellent teamwork with Mr Nakono as helmsman. Team "Hayabusa" had plenty of experience from Toba Match Cup and the skillful helmsman Mr Takagi lead the team "Donkey".

In the first race "Donkey" had no problems to live up to the expectations and comfortably beat "Hayabusa". The superior boat speed of "Cha-cha" lead to victory over "Hayabusa" in the second race. Even though "Cha-chan" received a penalty in the start she played the shifts and beat "Donkey" in the third race giving her the overall victory.

Marubeni J-140 and J-137

Royal racing

Three 11 Metres have been sold in Denmark, no 228, 230 and 231. The first yacht, 228, was delivered in mid July 1992. We concentrated on getting the yacht measured in DH, Danish Handicap. The first test was stability (righting moment). To comply with the rule, the mast was pulled down to be parallel with the water and 78 kg hung on the top of the mast, when released, the yacht easily righted itself.

Diamond Sails delivered the sails to no 228, and we received the DH measurement of 9,70. But after no 230 measured 9,50 and no 231 measured 9,60 we had to measure no 228 again. We discovered to our surprise, the Dansk Sejlunion's scale was 50 kg out! When we reweighed the yachts we received a new measurement of 9,60 for no 228, the same as for no 231. Yacht no 230 has a smaller spinna-

Success in Norway

The 11 Metre has had great success in Norway. In just a few months the class has grown to 14 boats and will soon be the major keel boat class in this region. Seven fleet races have been held with at least 7 boats on the starting line, including our national championship where twelve 11 Metres participated. This race was won by Dag Usteru on "Carat Sails". Claus Landmark on "Merit Cup" had the best overall score for the season.

Six Norwegian teams sailed to Marsstrand Race where Hans Wang on "Kjappfot" took the overall victory, several yachts also competed in the Swedish Nationals. Asbjørn Kristiansen on "Ray Ban" won the large LYS division in Tjörn Runt before they drove to Stockholm for the second time this season for the October Cup with 22 boats on the line.

Our main event next season is Hankø Cup Races June 26-6-3-7 where all 11 Metre sailors are welcome to fair racing and lot of fun.

For information contact:

*Club 11 Metre One Design c/o Technology Yachts As Dronningen 1, Bygdøy, 0287 Oslo, Norway
Tel +47 2 43 75 75 Fax +47 2 43 84 49*

Claus Landmark N-8200

ker and measures 9,50.

We have participated in six races on Öresund and done well. We beat Buksesnedkeren, a 52 ft ULDB, by over 1 minute in the Gordon's Dry Gin Cup. North Sails delivered the sails to no 230 and sailed the Hellerup final regatta for the season with the Danish Crown Prince Fredrik and won with more than 30 minutes to the next yacht.

The 11 Metre has had a lot of media exposure here during the first few months, with many articles appearing in Danish publications and the yacht featuring on national television.

We have had many interested clients for demonstration sails and look forward to positive results during the winter and spring. Soon we will have the same number of boats as Sweden and Norway.

Flemming Als D-169

11 metre hits Australia

Australia has long been the home of many one design sailors having a proud history of successes.

The country is split into four major yachting centres: Sydney, Brisbane, Perth and Melbourne all have long had fleets of J24's, Etchells, Solings and Star boats. The Sailors from these cities have won many world championships, most recently in the Etchell class.

Although, the participation in these classes has been very strong over the years, there has never been anything larger that these sailors could sail that still maintained strict one design limitations.

IOR and now IMS appear to be where these sailors have traditionally ended up, probably because there was no choice. There has been a need for a larger more comfortable yacht that still maintains strong one design status and limitations.

The main reason that a yacht above 30 feet has not filled this gap in our market is because of the cost involved in the production of such

a yacht. There seems to be a price barrier here in Australia that day races are restricted by. The 11 Metre One Design, however, is almost certainly the logical step for sailors stepping up from the above mentioned classes.

Sensible production

The 11 Metre is a remarkably easy boat to build, producing an inexpensive yacht that is many thousands of dollars cheaper than it's nearest competitors. The cost effective nature of the yacht owes its existence to the time and effort the designers spent researching production methods. The integrity of the 11 Metre has certainly not suffered through these modern production methods. The yacht, through the use of triaxial fibres and balsa cores, is almost certainly much stronger than boats previously built out of traditional materials using traditional production methods.

Exciting to sail

The 11 Metre One Design is an exciting yacht to sail on all angles of sailing. A yacht more closely likened to an overgrown dinghy in performance, having all the best points of a dinghy and yet having many of the best advantages of a keel yacht.

The Australian yachting public has already shown much interest in the 11 Metre. Three yachts have been sold in Sydney, some three months prior to the arrival of the moulds and the first yacht.

At present, PBS International is negotiating agreements with distributors in the various states of Australia. It seems highly likely that we will, by June 1993, have fleets in Perth and Melbourne, as well as in several yachting areas around Sydney.





Marit Söderström, Sweden and Mette Terland, Norway in a very close battle for Fram Cup, Sweden (see page 11). Soon the Australian flag will be flying on an 11 Metre.

Foto: Christer Lundin

Strict One Design

My personal involvement in the 11 Metre One Design has come about after many years of association with the Etchell 22 class in Australia. I have been very close to the organisation and running of the Etchells, having sailed for many years with the president of the Australian association. The 11 Metre is to me not only an exciting modern yacht but also a most promising one design that has many advantages over the Etchells and other older designs such as the Dragon and Soling. The construction constraints prevent many of the problems that these classes have suffered. This yacht is, in my opinion, a true one design.

The 11 Metre yachts are all identical, while

classes such as the J24's have moulds producing boats that are centimetres different in both length and width. The Etchells have long produced boats with a draft of up to four centimetres different. These and other problems are non-existent in the 11 Metre One Design.

The clean fresh approach used in the design by Ron and Rolf has resulted in the development and production of what must be the most exciting and promising sailing yacht the world will see this decade.

James MacPhail

James MacPhail, co-owner of PBS Int., has the right to build and sell the 11 Metre in Australia.

"Sight Unseen" wins on the Bay

After 12 windy races on San Francisco Bay conducted throughout the summer, the 11 Metre "Sight Unseen" has emerged at the Bay's Yacht Racing Association season's top yacht in the hotly contested Division H. This division which had 36 entries, contains some of the Bay's most competitive racers. Competition included yachts such as a Frers 41, Beneteau 45f5, Wylie 42, Farr 40 One Ton and the J 105.

Sailed by Paul and Christine Kaplan, "Sight Unseen" used exclusively her sail inventory of mainsail, self tending jib and masthead spinnaker to win the season championship. Paul Kaplan remarked, "I've never had so much fun. We stopped sailing for a few years to start a family but the desire to go racing did not die. After the kids got old enough to enjoy sailing we started hunting around for a new boat. We wanted a boat that would be easy to sail with the kids and yet have terrific



performance. When we came across the 11 Metre we immediately fell in love, not just with her looks but the simple concept. We found the self tending jib is the only way to fly! The 11 Metre is so simple to sail we do not need a team of expert sailors to get around the course. All season long we never sailed with more than five people on the boat and most of the time Chrissy was handling the foredeck."

Kaplan went on to say,

"Quite a few of our sailing friends got so excited about the 11 Metre, they wanted to join us on our new boat. We found the 11 Metre so easy to sail that we could invite friends along on a race who had not sailed on the boat before and within just a few minutes they would know where everything was. It was so much fun, we intentionally never had the exact same crew from race to race. We're sold."

San Francisco, California, USA

Precision Bill wins

Bill Porter's "No Pretense" recently won the Bacardi Cup spinnaker division in Brandenton, Florida. The Bacardi Cup is the kick-off regatta for the Fall racing season, and attracted 75 highly competitive entries.

Skippered by Chris Kaitel, "No Pretense" racked up a second and two bullets in the three race event. Porter's 11 Metre configured for Florida Suncoast PHRF Racing, won against competition including two Carrera 290's (the new design by Håkan Södergren), Beneteau First 310, Wave Length 36, Santa Cruise 50 and J-35. ■

La Trinité The first 11 Metre in France is in the well known sailing town La Trinité on the Brittany coast. She has been racing successfully in the Winter training series in La Trinité with a CHS 1,099. See the boat at the Paris Boatshow Dec 5-14.

An 11 Metre for £600!

Order your second 11 Metre from England. A 1:20 Scale detailed model with standing and running rigging but excluding post and packaging is 600 pounds. A cheaper alternative is a half 1:20 model mounted on a piece of mahogany of the hull, for 330 pounds ex post and packaging.

Contact: Mike Garrett Model Maker
Avalon Three Gates Road
Cowes PO31 7UH
Isle of Wight, England

Tel: (0983) 293925
Fax: (0983) 295730

11 Metre North European Series 1993

2-4th of April Chiemsee 11 Metre Cup (München)

Three days of racing against top German, Swiss and Austrian sailors on the lake Chiemsee, which is known for its good wind conditions and beautiful setting in the Alps.

5th of April 11 Metre Ski Championships

A slalom competition in the Austrian Alps especially organized for 11 Metre sailors.

8-11th of April Damp 2000 11 Metre Cup (Kiel)

Three days of fleet racing and a day of match race.

17-18th of April Copenhagen 11 Metre Cup

Two days of racing outside Copenhagen.

For more information contact:

International 11 Metre Class Association
Österlånggatan 14, S-111 31 Stockholm, Sweden
Tel +46 (0) 8 700 00 11, Fax+ 46 (0) 8 24 82 94

11 The International Championship

All 11 Metre sailors are invited to the great challenge and intensive racing of the International 11 Metre Class Championship. It will take place at Tanumsstrand in the beautiful archipelago on the Swedish west coast, from 18th to 22nd of August 1993. More than 40 yachts from six nations and three continents are expected to participate.

Entrance fee 1'000,- SEK due on the 1st of July, 1993, to Postal Giro account 910 34-9 or send a check to:

Tanumsstrand NS c/o Tanumsstrand, 450 81 Grebbestad, Sweden.
Tel +46+525-190 00, Fax +46+525-11 41 19.

Application shall be sent in no later than May 15, 1993.

Application for the 11 Metre class Championship
in Tanumsstrand, Sweden. August 18-22, 1993

Name Helmsman _____

Address _____

Telephone _____

Yacht Sail number _____

National Class Association _____

Yacht name _____

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DOYLE
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Cut kilos were it counts....

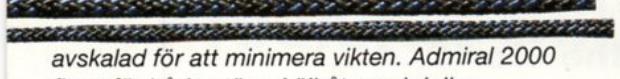
Du kan enkelt ge din båt bättre balans och fart genom att "banta" på rätt ställe. Byter du till Roblons fallinor Admiral 2000, minskar du åtskilliga kilo i riggen. Ju högre masten är, desto större blir hävarmseffekten.

Oavsett om du kappseglar eller ej, så spar du värdefulla och åtskilliga kilos mottryck i kölen.


Admiral 2000, starkare än stål och kevlar, extremt låg vikt, suger ej vatten,


flyter, är opåverkbar av smuts, salt och UV-strålning.


Roblon Admiral 2000 kan genom sin unika konstruktion även användas helt eller delvis


avskalad för att minimera vikten. Admiral 2000 finns för både större kölbåtar och jollar.


Roblon har i sitt program skot-, fall- och trimlinor i high-tech material som är 7 ggr starkare än stål och väger bara bråkdelen. Dessutom med avsevärt mindre töj och längre livslängd än motsvarande conventionella fallinor i polyester, kevlar eller wire.

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Roblon har ett aktivt sponsringssamarbete med
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