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Commentaire [U1] :

Classic Six-Metre Newsletter No.10

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After a very bright start to this year in the classic world, there has been a noticeably quiet summer. However, this autumn, there has been some quickening of interest, with currently four potential owners known to be considering the market. With some exceptions this year, the requirement still seems to be for suitable boats to restore. Much of the attraction is in seeing one's rescued hull coming back to beautiful life.

I am always pleased to hear of new discoveries, whatever the condition of the boat/remains/relics and answer any queries either by e-mail or telephone (at least up to 2300 hrs, UK time).

This year the excitement has been that three top class S & S boats have been recovered and are under major re-build. These are US 81 Goose, perhaps Olin Stephens greatest boat, built in 1938, which is under careful restoration by Peter Hofmann in Puget Sound, North West America; US 80 Djinn, a near sister to Goose, but with an earlier forefoot, which has been bought by Henrik Andersin of Finland, from Dr. Segismondo Cortes in Argentina, who had rescued her and carried out much initial restoration work and, finally, I 64 Ciocca II, a 1948 boat which twice represented Italy in the Olympic Games. Fuller notes appear below.

In this editorial I particularly want to draw attention to two hitherto unsung heroes of the Six-Metre world who have, with enormous enthusiasm and vision, rescued beautiful six-metres from destruction, when no one else wanted them.

In North America, Peter Hofmann's father Harry became involved in Six-Metres at the time when they had lost their popularity and boats were being left sitting in marinas or were hauled out and stored in backyards around Seattle and Puget Sound, with rotten tarpaulins over them, or just left out in the open to rot. Several were cut up for firewood and for the lead keel to be sold. Harry Hofmann explored the whole of the north west area, looking for old or neglected six-metres and then talking to the owners, to persuade them to sell him the boat. He would then, together with his son Peter, recover the boats at his own cost, store some of them on his own home yard plot and kept the rest nearby in Fletcher's Bay, on Puget Sound.

As a result of Harry Hofmann's foresight and determination, he rescued no less than seven unwanted and unloved Sixes, as well as acquiring and storing the great American Sparkman and Stephens Sixes, Llanoria and Goose. It would be fair to say that the whole of the International Six-Metre scene worldwide and the North American Puget Sound Fleet in particular, owe a very great debt to both the Hofmanns.

The boats which were rescued by the Hofmanns and their present whereabouts where known are:-

US 72 Lulu	Now owned by Craig Downy of Poulsbo.
US 90 Focus (ex Little Sister)	Rebuilt by Jim Metteer in Poulsbo.
KC 6 Buzzy II	Now owned by Richard Day of Bainbridge Island in Puget Sound.
KA 6 Toowoogooloo IV	Under beautiful restoration by Torsten Dornberger in Berlin.
KC 2 Yam Sing (ex N 83)	Sold to Nyholm, Larsson and Co. in Sweden, where she is undergoing restoration.
US 109 Discovery	Now owned by Hank Thayer at Newport Beach, California.
US 119 Sockeye	Now owned by Roger Ivey and racing in Puget Sound.

In Australia, Robert Bishop, another unknown hero, has also been in the process of rescuing neglected and un-loved Six-Metres. In Sydney Harbour he has currently rescued three boats, all of which need a lot of restoration and tender loving care. He has them moored off his house and he is looking for good homes for them so, perhaps, someone from the Antipodes, who reads this, or someone who knows anyone in Australia, who might be excited by the thought of rescuing a sad Six and restoring her, do please get in touch with me.

These boats are:-

KA 1 Yeoman II (ex K 4 Esme). A 1937 Camper and Nicholson and sister to Erica, which was sixth in the World Classic Championships at St. Tropez last year. Originally owned by Ian Fraser-Marshall on the Clyde, she was sold to the very well known British yachtsman, Owen Aisher, in 1938 when he raced her on the Solent. Subsequently, she went out to Australia in about 1946. She is double diagonal, double skinned, with much work needing to be done.

KA 4 Georgina. A 1937 W & R.B. Fife design, built by T.J. Tyson of Waratah, N.S.W.

KA 5 Toowoogooloo II. Another W. & R.B. Fife design, built by J.T. Savage of Melbourne.

Bogus Yacht Purchases

During the last three days, two Six-Metre owners have reported quite sophisticated bogus purchase offers for Six-Metres; similar to Alain Lebeau,s experience reported in the last ISMA bulletin. The most recent involved a very convincing bank draft drawn on a Boston bank. Just in time a call was made to the bank for confirmation when it was revealed that it was a fake.

The "scam" appears to provide substantial excess funds to the seller in the amount on the cheque or draft, ostensibly to cover the "shipping costs", which the seller is

then requested to forward to a third party from his own account. Don't. Ensure that you cross check with whichever financial institution is supposed to have issued the original draft. One owner has lost a considerable sum by following the instructions, so be on your guard.

Draft Classic Rules

The main comment that I have had during 2004 is that it has been pointed out to me that the use of plywood in repair of six-metres is actually not prohibited under the International Metre Class Rules and that plywood has been used since at least the 1920s. Furthermore, the restoration of old hulls by fastening one or more external skins is also actually legal. In fact only one boat is known to be substantially restored by the use of plywood and she is, currently anyway, only used as a cruiser.

Rescue of the Year

I am glad to say that FRA 75 (ex G 24 Avalun VIII; K 75 Joanna) has now reached Coggelin in the Gulf St. Tropez and Basil Carmody has begun her long term restoration. However, D 48 Hahahala is still lying unloved in Denmark and is going free to anyone who is prepared to restore her. Won't someone rescue her.

The 2004/5 Rescue of the year is I 58 Bau-Bau, a very pretty 1938 boat by Baglietto, lying near Genoa. She requires a substantial restoration but is not as far gone as either Joanna or Hakahala. If anyone is interested in rescuing her, please get in contact with me.

Rest of World

There is exciting news of other major rebuilds around the world this year. Since it is the 75th Anniversary of Sparkman & Stephens, who were founded in 1929 when the 21 year old Olin Stephens went into partnership with a New York yacht broker named Drake Sparkman, it is only right to first of all mention two of his recently restored boats which have been very successful on the classic scene this year.

US 60 Nancy was designed by Olin Stephens in 1932 for the British-American Trophy at Cowes, England, in which she was top boat. She subsequently was sold to a Major A.A. Stuart Black in Scotland, being re-named Dragon. She was brought back to Cowes for 1938, by H.F. Edwards, where she came second overall in the season. She raced there until 1946, after which she went back to Scotland after being converted to a cruiser under the direction of Laurent Giles, who fitted a cabin and doghouse. For many years, she was maintained immaculately, on the Gareloch in Scotland, by Captain Mike Henry R.N., before coming back to Cowes and the Newport, Isle of Wight, Maritime Museum, where Bill Green, of Green Marine bought her in the spring of 2002. Beautifully restored by Green Marine she was very successful in the English racing scene in 2003 and 2004, before going to Porto Rotondo, where she won the European Classic

Championship. However at St. Tropez, she was beaten by Doug Peterson, in Bob Kat II.

US 54 Bob Kat II. A 1931 S & S built for Bob Meyer, the American Team Captain for the 1932 British-American Trophy. Restored this year by Doug Peterson, she was second to Nancy at Porto Rotondo, but won the Six-Metres at Les Voiles de St. Tropez in October.

Three other S & S boats are known to be undergoing restoration:-

US 80 Djinn. A 1938 S & S and a near sister to Goose. Originally rescued in Argentina by Dr. Sagredo Cortes, where she has been since after the 1948 Olympics at Torquay, she was bought from him earlier this year by Henrik Andersin, current owner of May Be VI and she is now in Finland undergoing a superb restoration.

I 64 Ciocca II. A 1948 S & S, which represented Italy in the 1948 and 1952 Olympic Games. Long owned by Signora Riccardi's father, who raced her on Lake Garda, she was put into a boatyard some years ago to be restored, sometime after being fibreglass sheathed. After being taken to pieces, it appears that the boatyard found the work too difficult and beyond their experience. She lay there in a very sad state for some years before being located by Luigi Lang of AIVE, who told Tim Street about her. With some difficulty, her purchase was negotiated by him and she has been brought to England for re-building. It was only on inspection at the time of collection that it was discovered that she had been fibreglass sheathed. However she is now in Cornwall, while a decision is being made on her restoration. It is intended to bring her back to World Championship standard.

US 81 Goose. This very famous 1938 Olin Stephens design began as design number 243, one of the first boats to be tank tested and she was laid down in April 1938 for George Nichols, then Commodore of the NYYC. After a very successful career, winning the Gold Cup four years in succession, in 1957 she was bought by Herman Whiton, specifically to win and recover the Seawahnaka Trophy for the 5.5s. However, after purchase he decided that her hull was too tired and commissioned Luders Marine Construction to build a new hull and fit the existing gear, lead and rudder. After winning the Seawahnaka Trophy she went to the Great Lakes and, subsequently, she went to the St Francis Yacht Club for the first Australian-American Challenge Trophy. Sailed by a young Seattle crew, she beat the Australian boat, ToowoogooloolV, the latest Olin Stephens design.

In 1971 she was considerably modified and fitted with a bustle and skeg, shortened and given a Luders type curved reverse transom, thereby disqualifying her as a classic. She was one of the boats rescued by Harry Hofmann and, earlier this year, Peter Hofmann decided to return her to her original design in every way, including putting her counter back on. Work is well underway in his shed and he hopes to have her ready to attend the Sandhamm World Championships next year. It seems that, once again, S & S will rule the Six-Metre waves, albeit in the classic fleet.

The last of the "new" restorations reporting on is the very pretty US 51 Totem (ex KC 3). Designed by Bill Luders and built by Luders Marine in 1930, she is Bill Luders' first six, in which he won the 1931 US Nationals. She was defeated by US 72 Lulu, in the 1937 trials to defend the Scandinavian Gold Cup, subsequently becoming very active on Lake Ontario in the late 1940's and 50's. She went to Toronto in 1947, where she was owned by Bob Trow and re-registered as KC 3.

She was located in 2002 by Christopher Museler, brought back to the USA and restored. Much work had to be done on the hull and she had lost her last mast, which was replaced with the one from N 30 Hanko, which had been crushed in a collapsing barn in Seattle. She has been repaired and strengthened after damage to her port rail, chainplates and planks and frames, with new bronze fittings from Classic Marine. However, her original cedar deck planks and topsides are covered with glass and she has been fitted with a cabin and a cockpit, which could be removed without much difficulty. On 30th June 2003 year she was relaunched off Rhode Island and has done very well in local racing, especially against KC 22 Titia and Clarity. However, she is currently for sale and it is hoped that she will be returned to full Six-Metre state.

Australia

Besides those boats noted above these following other boats are also known to be in Australia:-

KA 2 Venger (ex Avenger). A 1946 Bjarne Aas boat which has recently been restored by her two owners and races out of Sydney Amateur Sailing Club.

KA 3 Sjo-Ro A 1934 W. & R.B. Fife design, built in Tasmania. Currently in good condition and based in Sydney.

KA 9 Prince Alfred A 1975 Paul Elvestrom and the second Six he designed with the large protuberant bow. She is also believed to be based in Sydney.

KA 12 Prince Alfred II A 1982 Gary Mull built for the Am-Aus Six Metre Trophy and believed to be in Melbourne and converted for cruising with an engine. There is also another Fife Six named Juno, (ex Judith Peel), believed to be in Sydney, but nothing is known about her.

With no less than eight Sixes believed to be based in and around Sydney Harbour, it would seem that there are enough Sixes in Sydney to form a an adequate racing fleet. It is hoped that Ewen Bell, Editor of the Classic Yacht Association of Australia Newsletter, who has shown interest, might be able to raise some enthusiasm amongst the owners and potential owners of classic yachts and potential owners to organise a regatta and persuade all the owners to attend..

Austria

Christof Goritschnigg reports from the Worther See in Austrian Carinthia, that there are two Six-Metres sailing there:-

K 37 Gefion III A 1911 boat designed and built by Anker and Jensen for a Herr Ernst Schreiner. The class letter is a puzzle as, in theory anyway, her class letter should have been an L.

G 9 Marianne IV A 1934 Bjarne Aas boat in good sailing condition.

In addition, Christof is seeking a suitable classic six at a reasonable price, which he can restore to take part in races on the lake.

Other Sixes known to be or have been registered in Austria are:

OE 3 Najade (Westwind) A de Vries Lentsch boat built in 1930 and currently based on the Bodensee.

AUT 7 Marquise Owned by Felix Backemeister; also based on the Bodensee.

AUT 48 Stromer (ex Sigi II, Boree IV and Heomu). A 1963 Sparkman & Stephens design based on the Bodensee and currently owned by Gunter Misel.

OE 73 Lexmi (ex G 73 Moby Dick). A Peter Norlin design, formerly owned by DIPL.-ING. H.J. Hubner, also based on the Bodensee. Now numbered SUI 73 and owned by Ralph Muntener.

It is also known that, before the First World War, other First Rule Six-metres, including Cobra II, Dorethea, Erika, Gams, Hayo, Hidalla, Mara V, Punta Cristo, Sayonara, Teresa I and Va Via I, were Austrian owned. They were mostly built in Germany and Norway, especially by Johan Anker and were based both on the lakes and in the Adriatic Sea.

It would be most interesting if someone, based in Austria, could now carry out an in depth survey of Austrian Six-Metres and perhaps produce a full list, with numbers and a report for next years Classic Notes.

Belgium

There still the three boats registered in Belgium.

L 11 Edelweiss II Designed by Linton Hope and built by Frank Maynard's yard at Chiswick, London, she is believed to be the last Six-Metre built in England before the First World War. Werner Huybrechts is restoring her to racing condition.

BEL 10 Senoia (ex K 50 Senoia/ Blue Cat; F 50 Blue Cat). Still believed to be under long term restoration by Marc Bruggeman.

BEL 11 Alexandra (ex Z 30 Glana, Silene II and St. Yves and GBR 67 Silene II)
Now owned by Luc and Karel Decramer, she is based at Port Grimaud, near St. Tropez. Over the past year she has had a full overhaul, with her keel replaced to the original weight. We very much look forward to her taking part in next year's regatta at St. Tropez in late May.

Bermuda

We have no news from Bermuda, so this note is very much for interest and we look forward to hearing from anyone with anymore information.

In 1929, Bjarne Aas received a contract from Mr. Kenneth F. Trimmingham of Bermuda for three Six-Metres. These became:- KB 1 Viking; KB 2 Sea Venture and KB 3 Achilles and in February 1930, they were shipped to Bermuda from Fredrikstad, in Norway. On their arrival, both their Bermudan owners and some other very influential American yachtsmen, could not "speak too highly of them". Shortly afterwards, the Bermudan team beat the American team. Although Sea Venture was sold to the USA and became US 70, nothing is known of their subsequent history, although it is possible that the other two might have become Focus and Irene

Subsequently, in 1935, Bjarne Aas designed and built K 49 Saga for Eldon Trimmingham, (why not KB 4?). She was and is, one of the best heavy weather sixes ever built, winning the Prince of Wales' Cup Race at Bermuda early in 1936 beating, amongst other American boats, Indian Scout, the recent winner of the Gold Cup. With a beam of 6ft. 2" she was beamier than most other sixes of her period. Subsequently, she has had a long and very successful career and currently, as US 73, now owned and sailed by Kimo Mackey, who has re-built the Puget Sound fleet, is still winning in Puget Sound, including the 2002 Sir Thomas Lipton Cup against a fleet which included moderns.

Brazil

Last year I reported in detail on the two Six-Metres in Brazil, Torben Grael's Aileen II, designed by W. Hansen built in 1911 and Lars Grael's Marga, designed by Zake Westin and built in Finland in 1933. Both rigged with modern rigs, they are still racing.

Canada

Toronto Environs

KC 1 Merennito (ex L 22). A 1927 Zake Westin design, which came over from Finland to Canada for the 1927 Scandinavian Gold Cup. She was the first Six in Canada, owned then by the Royal Canadian Yacht Club Commodore, George Gooderham. Currently, she is owned by Ken Lavalette of Woodwind Yachts, Nestleton, Ontario, who has her safely on a cradle inside his yard. She is restorable and for sale and Ken Lavalette would very much like to have the opportunity to restore her.

Vancouver, British Columbia

KC 10 Talizman. A 1947 Arvid Laurin design, recently acquired from long term owner Miklos(Nick) Jako by Eric Jespersen and towed by trailer from Toronto to Sidney, BC (over 3000 miles), just ahead of the winter snows. Gallant/Talisman has been in Canada since 1952. She is currently being restored and done up by Eric's legendary father, Bent. It is anticipated that she will be ready for the 2005 season on Puget Sound.

KC 16 Fintra II (ex K 10). A 1933 W. and R.B. Fife, which was originally rescued from a West Vancouver boatyard by Tony Griffin, she is now owned by Rainer Muller and is lying safely in Saanich on Vancouver Island, awaiting restoration.

KC 17 Johan of Rhu. A 1948 James McGruer design, near sister to Noa and GBR 48 Caprice, she was acquired from Tobermory on Lake Huron, in June 2004 by a Vancouver syndicate headed by Craig Murray. She represented Great Britain in the 1948 Olympics. After being sunk in the early 90's, she has been restored and is once again racing with the North American fleet.

KC 19 Saskia II (ex K 43 Erin, Glicky and Caprice). Another W. and R.B. Fife, also owned by Rainer Muller and currently under restoration in Saanich. She was owned by the same family in northern British Columbia for many years, but never raced. Boatbuilder Mark Wallace is nearing completing her restoration and it is planned to re-launch her during 2005 for working up.

KC 21 Junge. A 1930 boat designed by A. Witt and built by E. Nordbjaerg in Denmark. She is also safely with Ken Lavalette, awaiting a buyer to restore her.

KC 26 Sira (ex D 49 Kitsita II). A 1936 Knud Reimers design. She is reportedly in good condition and based near Toronto.

US 68 Mood. A famous 1934 Sparkman & Stephens boat with keel modifications done in 1948. Since 1963, she has been owned by Duncan Green 1963 and he reports her to be in good shape, although sheathed inside and out.

England

CAN 8 Carin II (ex L 38 Alic). Built in Finland in 1941, she has been owned by the Wittstock family for getting on for 60 years and is currently owned by Chris and Cindy Wittstock, who live in Norwalk, Connecticut. For the last twelve years, they have kept her in England where she was carefully restored by Chris Wittstock and his father, at the Elephant Boatyard. Chris and Cindy fly over to take part in major

European international events, where she has upheld the honour of Canada and is almost the sole representative of Canada on the European scene.

I would be very pleased to receive any further news of any Six-Metre boats in Canada and it would be wonderful if someone would try to track them all down and to see if they could organise some sort of Canadian regatta or Canadian Championships, perhaps on Lake Ontario?

Denmark

Bent Aarre of the Danish Yachting Museum and Jorgen Jensen report that there were twenty four First Rule Six-Metres registered in Denmark, with sixty three 2nd and 3rd Rule boats subsequently. However, very few are known to be still remaining in Denmark and these are:

D 4 Guildenfluen Built in 1921 by Johan Anker. Partly restored, but in poor condition and based in Ebeltøft, in Jylland.

D 15 Oui Oui. A Johan Anker 1922 boat. Under restoration by the Copenhagen Amateur Sailingklub.

D 20 Star VI Designed by O.W. Dahlstrom and built in Kjobenhavns Y. & M. Werft in 1924. In sailing condition and, when last heard of, for sale.

D 29 Fly. A Johan Anker 1926 design. Originally designed for cruising, she was recently sold to Kalmersund, Sweden.

D 35 Dana (ex K 22 English Rose). The hull is owned by the Danish Yachting Museum.

D 42 Cutty (ex KDY 1931). Also owned by the Danish Yachting Museum and in much need of restoration.

D 48 Hakhala Built in 1935 and designed by Knud Reimers, she is featured in Uffa Fox's Second Book. Although two potential purchasers have seen her, she has not been taken on and is going still free to whoever would be prepared to restore her. Won't someone rescue her before it is too late?

D 53 Joker An Ernst Wedell Wedellsberg 1936 design, in sailing condition.

D 58 Lady Day (ex Norna VI). A 1937 Johan Anker design for King Olav of Norway. Owned and restored to full racing condition by Baron Neils Iuel-Brockdorff.

D 59 Aida (ex N 72; US 86). A 1936 Bjarne Aas design in racing condition.

D 62 Junie Not a true classic but a beautiful modern boat, built by William Jensen and, currently, believed for urgent sale.

The search is still on for a Class Captain/Secretary, who is keen and willing to revive the class in Denmark.

England

I have written long notes on those English boats under restoration in the past nine years so, this year, I am only reporting on up-to-date news as other boats are still undergoing their restoration. From a sailing point of view, 2004 was a mixed year. The Lymington Spring Series produced several classics in a strong fleet. Interest surrounded the reappearance of US 60 Nancy, in full new rig and Thistle, previously the best English classic. Nancy won, Erica was third and sadly, Caprice had to retire very early, due to damage. Finvola, very well sailed, but of 1925 vintage, made up the classic fleet. Subsequently Nancy won the European Classics at Porto Rotundo, however giving place to Doug Peterson in Bob Kat II in Les Voiles de St. Tropez. The following boats are of interest:-

GBR 1 Maida I A 1932 J.G. Stephen experimental design, built by McGruers. Restored for Richard Rankin by Peter Wilson's yard at Aldeburgh, she has been out sailing and practising, prior to her move to the Solent next year, to join the racing fleet.

GBR 19/24 Jo (ex N 1). This 1920 boat is still at Peter Wilson's yard. However she is now awaiting negotiations which may, hopefully, see her going to Holland for restoration.

GBR 22 Titia (ex KC 22). A David Boyd design built by Woodnutt and Co. on the Isle of Wight in 1952, especially for Kenneth Preston and Robert Steele to represent Britain in the 1952 Olympics, where she came eighth. She was then sold to Canada and, subsequently, more recently to Rhode Island, where some considerable restoration work was done. She has been bought back to England by Brian Pope, of Penpol Boatyard and Andy Postle, of Allspars, of Plymouth, who plan to campaign her seriously. To the same plans as K 70 Marletta, she never came up to her anticipated level of success and her future performance in England is eagerly awaited.

GBR 34 Monsoon. An odd, 1924 boat, designed by Maxwell Blake and built out of teak in Singapore. She was originally rigged with a gaff, but re-rigged with a bermudan mast within a month of arriving in England. She has not raced as a six since 1926, until this year, when the Elliott family, who have owned her for some time, at last brought her out racing. They hope to steadily restore her to a more full racing trim over the next few years, but it was wonderful to see her out, racing with the other Sixes, after a gap of nearly 70 years.

GBR 40 Valdaj. This 1930 Alfred Mylne design is now in the Aldeburgh Boatyard where Peter Wilson is looking for a purchaser who wishes to restore her and to return her to racing.

US 60 Nancy (ex K 28 Dragon). Beautifully restored by Bill Green, Dr. Jonathon Rogers and Peter Farrar. A full report on her appears earlier.

GBR 69 Victoria (ex N 51 Una IV). Now owned by Martin Belvisi, she has been restored to racing condition and has raced in the Solent for much of the season, winning the R.Y.S. Regatta, in July 2004.

GBR 82 Razzle-Dazzle (ex US 111). Doug Peterson's first six and my first six, she is not a classic, but was built of mahogany by Carl Eichenlaub in California. After being out of the water for fourteen years she has, at last, been bought by Andrew Thomas, the owner of St. Kitts III, who is moving her to Fowey early next year, for restoration to racing trim over the next two years, with a new Ian Howlett designed keel.

Finland

We have not had much news from Finland this year, however we are assured that Leif Bockelman is remaining as the ISMA Classics Committee Chairman, for at least another year.

Perhaps the main classic news is the rebuilding of US 80 Djinn, which I have covered at length in the Editorial. However, Henrik Andersin is pleased to report that she has undergone extensive rebuilding during the last eighteen months and will be ready to race in the Worlds at Sandhamn next year, for the Djinn Trophy. All the timber, materials and methods used are as with the original and all the rigging details and winches are original or as near to original as is possible. The large Sparkman & Stephens drum winches are extraordinary, even by modern standards.

Other News

FIN 6 Renata. This 1927 Gustaf Estlander boat, (originally L 17), with a long history, has not been afloat for a long time, but is now under restoration and it is anticipated that she will be re-launched in 2007, in time for the 100 year Jubilee.

FIN 7 Monya (ex ASS 1924). A Zake Westin 1924 boat, she has recently been found in a junkyard and her salvage and rescue are currently in hand.

FIN 12 Fridolin Designed by Tore Holm in 1930 and now owned by Timo Koljonen and Peter Astrand, she T-boned FIN 35 Elinore at the Finnish Nationals, losing her stem. After undergoing repairs, she is now ready to race again.

FIN 21 Klara Stjarna A 1938 Gunnar L. Stenback design, owned by Harry Thuneberg, particularly known for her "vivid" colour schemes. Last year she was yellow and we were all warned in Newsletter No. 9, that her colour would be even "sharper" this season. Well, she is or, perhaps now, was metallic

silver! Classic Newsletter is now worried as to what colour will appear next year.

- FIN 35 Elinore A 1934 Einar Olofsson design, which is believed to be the longest Six-Metre in existence, just beating Caprice by a few inches and, possibly, the second longest Six ever. As noted above, during the year she was damaged by Fridolin, but it is expected that she will have been repaired over the winter, ready for launching next spring.
- FIN 37 Lyn A 1936 Tore Holm design, she was purchased in very poor condition, in 2003, by Lauri Tukianen and is undergoing a very full restoration, hopefully to be ready in time for The World Cup next year.
- FIN 38 Mariana A 1936 Gunnar Jacobsson design, she was very fully restored over last winter but, sadly lost her mast in hard weather during the Viapori race which, previously, she had won four times in a row.
- FIN 39 Jolanda III Designed by Harry Wahl in 1946, she was bought from the Aland Islands this year by a team from Helsinki, who have taken her to Helsinki where she has raced very fully this year.
- FIN 49 Sara af Hango. One of the first two replicas, authorised at the 2000 AGM; the other being Jorgen Jensen's replica of S 52 Sinkadus, a 1939 Arvid Laurin design, under construction near Copenhagen in Denmark. Sara is a direct replacement for "Violet", a 1947 Gosta Kyntzell design which, as far as is known, was broken up in Canada, many years ago and has been built to her plans and in the same way, by the Granstrom Boatyard in Hanko. She is due to be launched in time to attend the World Championships at Sandhamn.
- FIN 50 Ali Baba II She has had some changes in the crew during 2004. 'Old timer' Timo Laurila had a well earned sabbatical and Pekka Mustakallio joined the team, while Leif Bobkelman (Our Classics Chairman) took over the mast position from Timo. With Johnny Winqvist on the helm, Ville Vento as tactician and Markus Lumme on the foredeck, the focus was mainly on preparing for the 2005 World Championships. She just lost the Finnish Championships by one point to Klara Stjarna. Next season it is planned to take part in all the domestic regattas before trying to regain the World Cup. After that she will be For Sale.
- FIN 61 Silene III A 1949 Tore Holm design, owned by Tapani Koskela and Ari Myllyla. Silene reports that she had a very good year, winning th Gold at the Helsinki regatta in July. Now she is

resting at her home club, awaiting repair of nine frames and other minor work. She is planning to sail over to Sandhamn next year, still wearing her old sails and looking more like a "hippie"!

FIN 65 Bambi A new yacht for Finland, she was imported from Switzerland last year and saw her first racing for some years this autumn.

S 1 Skade (ex GKSS 1921). Bought from Sweden in 1994, by Karl-Henrik Stuns, she is now in sailing condition and is based at Kotka, on the East Coast of Finland.

At the present time some fifteen Finnish classics are planning to enter for the World Championships next year.

France

The French Six-Metre Association has a new President in Stefan O'Reilly Hyland, who was formerly president in the early '90s and a new Treasurer, in Basil Carmody, who is based in St. Tropez and has provided this very full report.

Classic Sixes in Monte Carlo

MON 49 Mirage. (ex-SWE 29). Designed in 1955 by Gustaf Estlander and owned by Edmond Capart. The fibreglass skin, which had covered the underwater part of the hull was removed and Sikaflex was found as caulking between the underwater planks.

A small wedge-shaped opening was cut in at the seams and triangular splines were glued in place. The triangular shape ensures a better glue contact. The lead keel was polished. The deck beams, which had lost part of their camber, were replaced. Small coamings were fitted round the three cockpits and a small shelter was added to the forward half of the forward cockpit. (The chop which can build up around Monaco exacerbates Sixes' tendency to submarine.) Previously, Mirage was 70 kg. under her rated weight. The new additions have added 120 kg.

She is currently at Villefranche-sur-Mer, inside a plastic bubble, having a new teak and mahogany deck laid.

Classic Sixes in France

BEL 11 Alexandra (ex GBR 67 Silène II; Glana; St-Yves as Z-30) designed by the Swiss Knud Reimers in 1943 and now owned by Luc Decramer. Alexandra underwent a major restoration last winter, restoring her to an "as new" condition. At some point in her past, someone had mis-oriented the wooden plug in one of the weight adjustment holes in her lead keel. The wood fibres were perpendicular to the longitudinal axis of the boat. When the wood swelled, it broke the keel in two, severely weakening the stiffness of her hull. One of the major tasks of the restoration was to pour a new keel, this time without weight adjustment holes.

FRA 69 Astrée (ex-G-53). Designed in 1969 in Berlin by Willi Lehmann. Now owned by Gautier Brunet-Moret and based in Noirmoutier.

FRA 90 Bihannic. Designed by Camatte in 1948, built by Chiesa and owned by Laurent Lafaille. Laurent Lafaille raced Bihannic in the Régates Royales at Cannes in September. Her teak deck will be replaced during the winter.

Caramba. A pre-1914 boat, possibly located near Arcachon and owned and beautifully restored by Joël Perodo. In 2005, the French UF6mJI will initiate a search among French yacht clubs for missing Sixes, including Caramba

K 47 Catherine. Designed and built by Camper & Nicholson in 1935. Now owned by Jean-Denis Sarraquigne and awaiting a full restoration in St. Tropez.

FRA 65 Cerf Volant. (ex-Dinorah II, Silène IV, Gilliatt and Espadon) designed by Camatte in 1931, built by Bonin, and whose last known owner was Jacques Féat. The last record available indicates that she was purchased in 1996 and was then under restoration at Sanary-sur-Mer. She was tentatively entered for the Voiles de Saint-Tropez in 2003 and has since disappeared from sight. In 2005, the French UF6mJI will initiate a search among French yacht clubs for missing Sixes, including Cerf Volant.

FRA 79 or FRA 10 Cinq Août (or perhaps ex-Eole II). Designed in 1936 by P. Arbaut, built by the G. Conti yard at Nice and currently owned by Guillaume Chatelain. The owner, Guillaume Chatelain and Basil Carmody will meet in early 2005 to examine Cinq Août for clues as to her history. They will send pictures of her to Jean-Pierre Villon, a past owner of Eole II, to see if he recognises her as his former boat.

BEL 66 Clymène II (ex F-46, Astrée III and also Z-46 Elan II) designed and built in 1959 by Bjarne Aas in Fredrickstad and now owned by Bernard de Wasseige and based in St. Tropez. Under her name of Astree III a former very successful boat, which Bernard has returned to racing, after a long time, in this years Les Voiles de St. Tropez.

FRA 40 Diana. (ex-Vivo VI and as N-44, ex- Saada II, ex-Fanny, ex-Diana, ex-Izénah). Designed by H. Robert in 1931, built by Holmens/Asker in Oslo and now owned by Michel Depuydt. When Michel Depuydt purchased Diana in 1996, her condition had severely deteriorated and she needed a major restoration. She had fallen sideways, with a shoring brace piercing her hull. He has kept her in a well-ventilated hanger since purchasing her. In 1997-98, he replaced her deck beams, restoring their original camber and expects to continue the restoration in 2006. Given the severe weakness of the hull around the mast, he intends to stiffen her with the technique of two layers of glued mahogany strips. After that, he will lay a new deck. Luckily, Diana came with a fine spruce mast and her original boom.

FRA 111 Dix Août. (ex-Borée II and Kim X ; as Z-31, ex-Aglaée) designed and built by Bjarne Aas in 1950 and now owned by Pierre-Paul Heckly who races her seriously, coming second in the 2003 Classic Worlds. In full racing condition.

FRA 77 Elfe. (ex-Eileen II, ex- Mambo) designed by F. Camatte in 1931, built by the Etablissements G. Bonnin and owned by Clément Brunet-Moret. When seen earlier this summer, she was in a very sad condition, lying amongst a number of old boats and was in two pieces, outside the Noirmoutier Maritime Museum.

FRA 79 Eole Designed in 1936 by Wm. Fife and built by the Chantiers Auroux at Archachon and now owned by Bernard Marantier who sails her together with his two sons out of the Ile d'Yeu, off the Iles de Noirmoutier, on the Atlantic coast of France.

FRA 10 Eole II (possibly FRA 79, see above). Designed in 1936 by P. Arbaut and built by G. Conti in Nice. The last known owner of Eole II was Jean-Pierre Vernet of Marseille. It is known, however, that a previous owner, Jean-Pierre Villon, is prepared to help identify the boat if he is presented with candidate boats. At this point, the most likely candidate is Cinq Août but it is hoped to resolve the issue during 2005.

FRA 120 Fissa (ex I 42 Mati). She was built in Italy by the Cantieri Baglietto at Varazze in 1926 and represented Italy at the Scandinavian Gold Cup in 1927. She is now owned by Jacques Dumon, who restored her in 1991. It is believed that, at one time, she was based in Oran and came to France after the end of the Algerian war.

FRA 119 Fun. (ex-Saint-Francis and ex-Fun as US-77) designed by Olin Stephens in 1937, built by H.B. Nevins and now owned by Gérard Mesnel. The September-October 2004 issue of the French magazine Yachting Classique has an article (pp. 33 – 43) on Gérard Mesnel's extensive collection of classic boats stored in a large shed near the eponymous bay of the famous French abbey, Mont-Saint-Michel. Fun, with its varnished hull and 3-porthole cabin top, is visible in three pictures.

FRA 60 Izénah II. (ex-Namoussa IV, Brigen, Nouba, Pilp, Seven Seas and Bali) designed by Louis Bréguet in 1934, built by the Macario yard at Deauville and owned, but abandoned, by Hubert Levet. No change from 2003. Izénah II remains outside and uncovered at the Chantier Caudart, as it has been since about 1985. She has still not been repossessed, which may be relatively easy to accomplish and which would be a necessary first step for transferring her ownership to a new owner who would be prepared to undertake her restoration. WON'T SOMEONE RESCUE HER??

FRA 75 Joanna. (ex-Michel Selig, ex-Avalun VIII as G-24 and K-75) designed by Drewitz in 1935, built by Bucholtz in Berlin and owned by Basil Carmody. Joanna is now in the Carmody garden in Saint-Tropez for

restoration. A preliminary evaluation indicates that the beam shelf is the only component not needing to be replaced. The first phases of the project will entail building a trailer and cradle and then taking off her lines. Theo Rye, formerly of Fairlie Restorations, is supervising the project which will be a "conservation-restoration" (see the analysis of restoration options at <http://www.6mr.fi/gallery/Historic/1030425-132902.html>). He will produce plans and calculate the weight distribution to prepare for a new keel to be poured.

FRA 14 La Bandera. (ex H 16 De Ruyter). Designed and built in 1936 by Bjarne Aas, she represented both Holland and France in the Olympic Games. She was recently purchased by the Fontaine family who have put her into the Stagnol boatyard on the River Odet for overhaul and restoration and they plan to sail her out of Bénodet. It is expected that she will compete in the Coupe de l'Entente Cordiale at Benodet, next June.

FRA 88 Mandragore. (ex-Dingo, ex-Kornog, ex-Tarawa). One of three boats designed by Camatte in 1939, built by Ets. G. Bonnin and now owned by Jean-Pierre Thibaud. Mandragore was featured in an article (pp. 80 – 84) in the May-June 2004 issue of the French magazine Yachting Classique. She is still **For sale**.

FRA 105 May Be VIII. (ex-Elghi III) designed and built in Sweden by Tore Holm in 1953 and owned by André Chaudoye, she is one of the fastest classic Six-Metres around.

L 14 Musette (ex-Fubbs II) designed in 1909 by Linton Hope and built by Hart in the U.K. It is understood that Musette is a "cruising Six under restoration in France". Perhaps it corresponds to the Six seen several years ago at the Régates Royales. In 2005, the French UF6mJI will initiate a search among French yacht clubs for missing Sixes, including Musette, which was reported as being under restoration at the Chantier du Guip de L'île aux Moines.

FRA 72 Nitra (ex-Iméon II, ex-Polly, ex-Alarc'h, ex-Sea Witch) designed in 1928 by J. Guédon. There is no record of Nitra after her 1949 purchase by a Mr Méry. In a recent list of boats and owners, the French UF6mJI listed a boat with similar name, Nira, based at Bénodet. Unfortunately, it has proved impossible so far to locate her listed owner, Michel Steiner. In 2005, the French UF6mJI will initiate a search among French yacht clubs for missing Sixes, including Nira or Nitra.

FRA 33 Nisidia. (ex-Z-33 and ex-Dix Août) designed in Sweden by Torre Holm in 1937, built by Trahamssen-Ramsee and owned by Bernard Martineau and based at Noirmoutier.

FRA 27 Normand III. (ex- Astrée, ex-Noah, ex-Rendez-Vous) designed in 1927 by P. Arbaut and built by the Chantiers de la Hève and owned by Jean-Claude Danet, who has carried out a full restoration and races her seriously.

FRA 108 Royal Thames. (ex-K-77) designed in England in 1955 by David Boyd, built by the Woodnutts yard, she is in full racing condition and now owned by Marc Lemarignier. The last and perhaps the fastest Six-Metre to be built in England.

K 14 Saskia III of Rhu. Designed by Alfred Mylne in 1935 and owned by Jean-Denis Sarraquigne. Saskia is still in the process of being tuned after a three-year restoration project. Her début was at the Régates Royales in Cannes, followed by an appearance at the Voiles de Saint-Tropez. She had previously been equipped for cruising as early as 1936 with a cabin, a head and engine, which were removed as part of the restoration. Floors, timbers and hull planking have been partially replaced and her beam shelf was reinforced. Her mast and mast step been restored, the boom lowered, new sails purchased and the hardware replaced throughout by authentic wooden or bronze items. The teak deck had been restored about 8 years before Jean-Denis' acquisition of Saskia.

For 2005, Jean Denis will focus on improvements such an improved finish for the hull, a better design of the running rigging and a complete replacement of the standing rigging.

FRA 12 Solitar Nosc. (ex-Aramis VII, ex-Ylliam VI, ex-Vagabonde as Z-35) designed by Knud Reimers in 1945, built by Corsier Port and owned by Dominique Barrière. She is fitted with a cabin but races regularly with the sixes.

FRA 20 Tara Designed in 1937 by Knud Reimers, built at Trahamssen-Ramsee in Sweden and owned by Jean Brunet-Moret. Tara is sailed out of Noirmoutier primarily by Jean Brunet-Moret's son, Jérôme, who is also secretary of the French UF6mJI.

FRA 28 Valama (ex-Solna as L-28, ex-Paulette as F-3). Designed in 1910 by Camper & Nicholson and built in Gosport for Miss Doris Joel, she was Camper and Nicholson's first Six-Metre and only Rule One boat. Her father owned a large steam yacht, named "Doris" and Solna/Valama was specially designed to be carried on her davits. After racing in England she was taken on the yacht to Monaco for the 1911 season. Subsequently she was sold to a Monsieur A. Hersant, of Paris and Trouville, where he kept her. She is now owned by Marc Berthier.

FRA 99 Vert Galant. (ex-Jade, ex-Philae III, ex-Vert Galant III). Designed in 1936 by Johan Anker, built by Anker & Jensen, she was most beautifully restored by the late Jacques Cheaveau and is now owned by a 4-man syndicate headed by Laurent Theierry-Mieg. With her new set of sails, Vert Galant won the Lancel Cup at Noirmoutier last summer. Her syndicate intends to transfer her to the Mediterranean at the end of next summer so as to participate in the Régates Royales at Cannes and in the Voiles de Saint-Tropez.

FRA 86 Vingt Ans Après. (ex-Cabri IV, ex-Cabri) designed by Camatte, built by the Etablissements G. Bonnin and owned by Patrick Le Floch, she is a sister to Mandragore and Elghi. Restored by her previous owner she is now based at La Trinite-sur Mer and in racing condition.

Germany

We have not had a report from Germany at all this year, possibly because a fleet of Sixes has been racing and they are too busy. What is most exciting is that next year their Lake Constance fleet is hosting the Queen Christina Nations Cup at the Yacht Club Seglergemeinschaft Uberlingen on 26th to 28th August 2005.

North Sea Fleet

However, we are very pleased to note that the following classic boats have been racing in the Robbe & Berking Classics at Flensburg.

G 15 Steam 1921 Designed by Johan Anker, built by Abeking and Rasmussen. Steam impresses, not only because she does very well, but also because she has a cabin.

G 22 Mellum 1935 Designed by Burmeister and Calmette and built by Burmeister in Bremen.

G 27 Vastenflakt (ex S 27). 1926 Designed by Tore Holm and built at Gamleby.

GER 30 Mena (ex GBR 52). A 1946 Camper & Nicholson designed and built boat, which was perhaps their best design. She was one of the very few British Six-Metres never to be converted. She was bought in 2002 by Dr. Thomas Kuhmann, who has finished an excellent restoration and campaigns her seriously around Europe.

D 59 Aida (ex N 62 Rani II) A 1936 Bjarne Aas which was built at Fredrikstad.

GER 68 Lillevi A 1938 Zake Westin design, built at the Abo Batvarv. Owned by Oliver Berking himself; he won the Six-Metre Sterling Cup at Flensburg in June this year.

Berlin Fleet

We reported last year that there is still a small fleet of Sixes in Berlin, although sadly, all the boats on the Muggelsee are now gone, the last one, G 53 Astree, a 1969 Wille Lehmann design is now racing at Noirmoutier, France.

The boats still left in Berlin are:-

G 3 Gaviota (ex Tusle). A 1928 Neeson design, built by Trayag at Travemunde.

G 19 Hunding VII. A 1935 boat designed by Martens and built by Rambeck for a Herr Udo Franck-Rosenthal of Berlin-Lichterfelde. Missing last

year, Torsten Dornberger has now found her. For many years she was based at the Akademischer Seglerverein e. V. (sailing school).

G 25 Luv (ex Gustel V). Designed and built in 1936 by B. Wilke at Kiel-Wellingdorf. She represented Germany at the 1936 Olympic Games at Kiel, finishing fourth.

Z 42 Ylliam VIII. Designed and built by Bjarne Aas in 1951, she represented Switzerland in the 1952 Olympic Games at Helsinki, finishing sixth and is under restoration by Torsten Dornberger.

KA 6 Toowoogooloo IV. A 1969 Olin Stephens design and thus not actually a classic, she was built by Bill Barnets in Australia and is the first "modern" Six-Metre. She was built for the Australian John Taylor who inaugurated the Australian-American Trophy at San Francisco in 1969. She was defeated by Goose. She is currently under a beautiful restoration by Torsten Dornberger.

With now five boats in the Berlin, perhaps we can hope that they will hold a Six-Metre Regatta and invite other countries to join them.

Italy

Although there are believed to still be some twelve Six-Metres in Italy in various states, there is no class racing and, with the exception of K 8 Zenith, a 1923 Fife; D 43 Dan, a 1930 Bjarne Aas, owned and campaigned by Luigi and Marina Carpeneda and Luigi Pavese's ITA 70 Valentina, a beautiful, varnished 1978 Gary Mull design, most of the other known boats are for sale. Miranda II and Ciocca II have both been sold to England and are both under restoration at Penpol Boatyard in Cornwall.

Netherlands

There has been very little news from the Netherlands this year and we have lost contact with Karel Beer, the owner of S 82 Norna IV. Such up to date information that we have is as follows:-

NED 8 Edith. A 1925 Bjarne Aas which has been owned by the Buenan family for over fifty years, is now owned by Marc Buenen, who is planning a major restoration which, by now, may have started.

H 10 Old Salt (ex Sally). A 1926 G. DE Vries Lentsch converted for cruising. She is in good condition and has taken part in many classic regattas and is now FOR SALE, asking Euros 23000.

NED 19 Piccolo (ex K 41). A 1932 Fife, restored by Peter Brooks at Maldon and now owned by Michael Zumpolle of Geervliet, Holland. David Cockburn, whose family owned her for many years, is now in contact with him, to give him much

news of her history. It is planned that she will attend the Jubilee Regatta at Cowes, in 2007.

NED 21 Caramba (ex S 39). A 1926 Tore Holm design, probably his second design, built by Onnereds Batvarv in Sweden. She is now owned by Frank Zomerdijk, who has been carrying out much research, with the help of Tapani Koskela. He would welcome any information on her history to his e-mail address, which is: info@zozo.nl

Norway

Morten Lindvik, who has just sold his Six-Metre N 89 St. Francis VI to England to concentrate on a First Rule 9 Metre, reports as follows:

L 2 Mosquito - a Johan Anker design from 1913, built originally for Magnus Konow, is under full restoration by Petter Halvorsen in Risør, the home town of the Norwegian Wooden Boat festival. She is planned to be rigged under Rule 2 and will hopefully be sailing in Stockholm this coming summer.

N 8 Askeladden – a Bjarne Aas design from 1922, owned by the museum in Fredrikstad. The Bjarne Aas yard was located in Fredrikstad. She had a major restoration a couple of years back and is still in good condition and sailing.

N 31 Norna – a Johan Anker design from 1928. She is in good condition and sailing. The owner is Bernt Rognlien from Oslo, who also owns and sails Erna Signe a beautifully restored 12mR from 1912.

N 39 Elisabeth VIII – a Robert design from 1929. She is laid up at Holmen Yachtverft, Robert's old yard, waiting for a total restoration. She is in a poor condition. She is owned by the yard, and could be for sale.

N 43 Norna II – a Johan Anker design from 1931. Successfully restored and put back to original racing standard. Racing and sailing in all her beauty. The owner is Øyvind Toft in Grimstad.

N 63 Buri – a Bjarne Aas design from 1937. Still sailing every summer with only small alterations. Her homeport is Kragerø on the South coast. Owner is Jomar Eldøy.

N 78 Høvding – a Berg design from 1947. She was converted to a cruiser many years ago, but is sailing. Owner is Håkon Benestad.

N 86 Miranda II – a Costaguta design from 1937, she was recently bought by Jan Nygaard and brought to Cornwall, England for full restoration by Brian Pope at his Penpol Boatyard. Unfortunately, when her engine and the pitch in her bottom were taken out, her keel and kelson were found to be in a very bad state and required totally replacing. However, she has been substantially restored and her

lead keel has now returned from Irons Bros., after restoration work to bring it up to the correct weight.

N 87 Holmgang – Ex S 111, a Norlin design from 1981. She was taken from Stockholm to Oslo under sail two years ago, but this summer she was not sailing due to repair work. Owner is Tore Holm.

N 88 Zephyr (ex S 34) – a Bothén design from 1928. She is believed to be currently in Stockholm for a full refit for a new Norwegian owner, Carlos Duarte.

L 46 Unita – A Gösta Kyntzell design, built at Wilenius Boatyard at Borgå in Finland in 1939. She is sailing and in good condition. A typical “light weather” design, she has been converted to a cruiser, for the second time, with a small cabin, engine, galley and head. However it should not be difficult to bring her back to original condition. She could be for sale this winter. The owner is Sverre Falch.

Sweden

The 2004 season has been an in-between year and the activity level among the classics has been limited. Unfortunately, from the Swedish 6mR fleet point of view, their top classic Fågel Blå has been away racing in Finland for half the season. However everyone is very excited about the coming WC 2005, which looks as though it could be the biggest 6mR event ever and there will be many Swedish classics attending. The excellent news is that, after a period in the doldrums, the Swedish fleet is very much on the up and up, with several new restorations in hand, most of which are intended to be completed in time to take part in the 2005 World Cup at Sandhamn.

Active Racing Classics

SWE 6, Fågel Blå, Designed by Tore Holm in 1937 and built by Gamleby Yacht warf. Owners:- Selin/Dahlman. Fågel Blå (Blue Bird) was voted the best Swedish classic in 2002/2003/2004 and is in good racing condition; gearing up for WC 2005. She had new mast for 2004 and a lot of new sails. The new, almost original shaped, rudder was an improvement. Fågel Blå's results in Sweden, while competing with moderns, were at Lidingö Runt 4th out of 7 entrants and at Saltsjöbadsregattan 4th of 7 entrants.

As preparation for the 2005 WC, Fågel Blå was shipped to Finland to participate in the world's most competitive classic fleet. Helsinki Regatta 5th of 17 entrants, Hangö Regatta 5th of 17 entrants, Finnish Championships 7th of 15 entrants and finishing off the Finnish season by winning the Musto Classics out of 11 entrants and ending as 3rd in the Finnish season's ranking. A new boom, new spinnaker pole and some new sails, to complete the wardrobe for 2005, are amongst this winter's plans in addition to other speed enhancing alterations.

SWE 25, Flush. Designed by Harry Becker in 1933 and built by Rödsunds Batvarv. Owner:- Jonas Lindberg. Flush, totally restored by Jonas Lindberg, is in

excellent racing condition and has been successfully raced, however she has been mostly used for cruising, which has not displayed her true potential. Jonas is also racing the modern Carina, which explains his conflict of interest.

SWE 31, Silvervingen. Designed by Tore Holm in 1939 and built at Hägerstensvarvet. Owned by Rickard Siewertz, Silvervingen (Silver Wing) is in good racing condition after having a new deck installed in 2003. Structural improvements were carried out during winter 2003/2004. At Lidingö Runt, she was 5th of 7 entrants, in the Nordic Championships in Sandhamn 8th of 10 entrants. During this summer Silvervingen was sold to Fredrik Lindqvist who also owns Råven. It is considered that her speed could be improved by some new sails, which Fredrik is planning to buy.

SWE 37, Råven. Designed by Gustav Estlander in 1926 and built by Abrahamsson & Moberg Owner:- Fredrik Lindqvist. Råven (Fox) has been totally restored by Fredrik during 2003 and 2004 and therefore has not raced. She has now been put up for sale, as Fredrik has bought Silvervingen. Råven is considered to be Gustav Estlander's best 6mR and is an Öresunds Cup winner. It is expected that she will take part in the WC and the preseason 2005. FOR SALE.

SWE 60, Stella Polaris, Designed by Zake Westin in 1938 and built by Åbo Yachtvarv Owner:- Sven Frenkel. Stella Polaris, is in immaculate condition, but has been rarely raced the last few years. This interesting 6mR has a lot of potential and we are looking forward to see her take part in next year's WC.

SWE 72, Ara Designed by Bjarne Aas 1929, she has new Finnish owners in Stockholm. During the past few years, Ara, has done very limited racing, however she is in good sailing condition. We hope that the new owners will take the opportunity to show her potential during 2005.

GBR 42 Melita. A W. and R.B. Fife design of 1934, built by Fife's, Fairlie. Owner:- David Roberts. She was one of the three pre-1965 Six-Metres to take part in the 1988 European Championships, in Falmouth, England, which first introduced the "Classic" concept to the World. Melita was recently sold to David Roberts, of London, who has been racing her during 2004. She is in good racing condition, has won many Nordic Championships and is a fast boat, now in need of some new sails. David is new in 6mR and has plenty of potential for improvement in 2005. At Saltsjöbadsregattan she was 6th out of 7 entrants and at the Nordic Championships in Sandhamn, she was 9th of 10 entrants. David is planning to participate in the WC.

SWE 136, Lisbeth V (possibly ex N 47 Emzia, also S 32). Designed by Johan Anker in 1932 and built by Anker & Jensen. Owner:- Johan Larsson. Lisbeth has been undergoing a total rebuild with no effort spared during the last few years and will be in immaculate condition for 2005. Johan plans to buy her a new sail wardrobe for next summer and it will be a pleasure to see her back on the racing track. She is a very near sister to GBR 32 Abu and also GBR 69 (ex N 51) Victoria, which is also expected to be at Sandhamn.

Other Classics

SWE 1, Diamant, Designed by Albert Anderson in 1907 and built by Hästholmsvarvet. Present owner:- Bo Berg. Diamant is Swedens first 6mR. She is stored out of the water but, hopefully, she will be back sailing in the near future

SWE 3, Vanity, Designed by Yngve Holm in 1924. Owner:- Jörgen Nilsson. Vanity is in fair condition but has not participated in the 6mR activities

SWE 4, Gulldisken. Designed by Carl Holmström in 1922 and built by Önneredsvarvet. Owner:- Douglas Reincke. She was bought by Douglas Reincke in 2004. She is in good sailing condition and Douglas is planning to improve her during the next few years. He has extensive experience in 6mR and previously owned FIN 46 Unita, which he has sold to Norway. She will participate in the WC, and hopefully all other racing events during 2005.

SWE 9, Aloha. Designed by Axel Nygren in 1923 and buyilt by E.Eriksson. Owner:- Hans Edgren. Aloha is in good sailing condition and it is hoped to see her in the racing circuit during 2005

SWE 14, Barbara. Designed by Axel Nygren in 1923 and built by Ängholmens Yachtvarv, she had a new owner in 2003. Barbara is mainly used for cruising and is in good sailing condition, but she has not raced for some years. Hopefully that will be changed by the new owner.

SWE 21, Merenneito II. Designed by Zake Westin in 1928 and built by Åbo Båtvarv. Owner:- Tommy Byström. Merenneito II has a long racing history and it is hoped that Tommy Byström will bring her to the WC next year.

SWE 35, Ingegerd. Designed by Gustav Estlander in 1928 and built by Arendals Yacht varf. Owner:- Magnus Nilsson. Ingegerd, which won the Gold Cup in 1929, is under total renovation and currently awaiting her new deck.

SWE 38, Topp. Designed by Yngve Holm in 1930 and built by Hästholmsvarvet. Owner :-Staffan Persson. Topp has been restored and iswell maintained. Currently she is used for cruising, however it is hoped that she will come racing more in the future as she has considerable potential.

SWE 45, Attack. Designed by Harry Becker in 1939 and built by the Rödesund Yacht varv. She has new Finnish owners. Attack, was built for the WC in Göteborg in 1939 and is in good sailing condition. During the summer she was sold to Finland and it is hoped that her new owners will race her competitively.

SWE 56, Saimaa (ex L 47 Pepita, Kajima II and S 78 Aven) Designed by Gunnar L Stenbäck in 1939 and built by the Åbo båtvarv, her owner is unknown and she is lying in a sad state in a Swedish industrial estate. This potent 6mR has an extensive international and national racing record and needs to be rescued.

SWE 83, Illusion A Tore Holm & Peter Norlin 1975 design. Owner Stefan Ståhlgren. Illusion is a replica of FIN 52 Marianne, with a modified underwater configuration. We are pleased to welcome her again amongst the rest of the 6mR fleet. It is hoped that she will now participate in all the 2005 races as well as the WC.

N 83, Yam Sing.(ex US 98, KC 29), A Bjarne Aas 1957 boat, built at Fredriksstad. The new owners are Messrs Larsson & Nyholm. Yam Sing spent many years in North America, being registered in both Canada and the USA. She is currently undergoing a full keel to mast renovation and it is hoped to see this boat back on the racing track soon. A very interesting boat with a extensive international racing record and great potential.

USA

Fleet News

The Classic scene for sixes in the USA is mainly spread over three regions: Puget Sound in the Pacific Northwest; from Rhode Island to Maine in the Northeast, and based on Port Huron on the Great Lakes. In addition, there are some independent boats located in many other places.

The Puget Sound Fleet has been the base for the major activity in North America and has seen strong and healthy growth both in interest and in numbers of boats getting back on the water during the past few years. There are several active restorations in progress and even more slated to begin in the next year. A major part of this growth can be attributed to the handful of boats located in Vancouver and Sidney, B.C. Events with both fleets have been very well received over the past few years and international bonds have strengthened between the Canadian and Seattle Fleets. Several events, including the Queen Christina Nations Cup and the Sir Thomas Lipton Cup, have done much to solidify and reinforce our shared interests.

Another encouraging place of growth and interest is in the Northeast, where Toby Rodes with his restored Alana has been the major driver in gathering together a few boats and stirring long dormant owners to come out and sail. Alana was very visible at several major Classic events this past summer, together with the restored Totem. A few other boats have recently surfaced, and there is great hope for a rendezvous regatta in Summer 2005.

All North American boats have considerable distance barriers to overcome and it's most unfortunate that fleets are so far apart. Sadly, the constant drain of boats being sold to Europe will eventually limit further growth. This phenomenon continues to occur for a combination of reasons: interest in restoring International Metre boats in general and sixes in particular has grown faster in Europe than in the USA and Canada, and a weak and weakening dollar, compared to the British Pound or the Euro, has currently made it very attractive to buy a boat relatively cheaply in the States or Canada and ship it to Europe. In the past 5 years a

veritable fleet of boats has left North America: Yam Sing, Ylliam VIII, Toogoolowoo IV, Erica, Titia and, most recently, Tempest.

Seattle

US 90 Fokus III(ex. Exit, ex. Little Sister, ex. N 79 Fokus III. A 1948 Bjarne Aas design which is a sister to Hans Oen's N 80 Elisabeth X, with beautiful, honey coloured, Douglas Fir planking. A lot of work has been completed this year by Jim Metteer: 40 new pairs of steam bent oak frames, new stem, deadwood, rudder-post and garboards. The deck beams have been cut and the topsides faired and primed. She still needs a cockpit sole, deck, and rigging. She is unlikely to be re-launched until late 2005.

USA 81 Goose. A 1938 S & S design. In 1957, she was totally rebuilt with 4 layers of 1/8th inch hot molded plywood. Recent correspondence with Olin Stephens has revealed that he never drew the modifications for Goose, which means the changes were probably based on the drawings for Buzzy III. Both boats received the bustle and had their sterns shortened side by side. All underwater modifications to Goose have been removed and her shape is now back to original. Peter Hofmann and his crew Jim Metteer and Ron Keys, have removed all underwater modifications, returned her original counter stern, replaced the deck, deck beams, and returned the cockpit configuration to original specifications. Her rudder will be replaced. She will receive paint and varnish then go to California for the winter to get fitted and rigged in preparation for container shipping to Sandhamn for the 2005 Worlds.

New England

KC 11 Alana (ex. K 26 Priscilla III).

A 1930 Fife design. After a full restoration at Brion Rieff's in Brooklin, Maine, she sailed her first season, competing successfully in the Eggemoggin Reach regatta. Guidance for the restoration came from Jacob Vargish, of Pedrick Yacht Design and she needs a new measurement certificate as a result of her update from Rule 2 to Rule 3. Jacob is working with Guy-Roland Perrin to establish a measurer for North America.

US 15 Syce

A 1922 Alden design built by Lawley, which has recently reappeared in Connecticut. One of the early designs built for the trials for the British American team races. She is out of the water for the winter to receive some basic maintenance, and is likely to appear at a Six-Metre or other classic event next summer.

USA 51 Totem. A 1931 Luders design, she has been acquired from Canada and returned to US waters for the first time in 60 years. She has a new mast, has been repainted and is also based in Rhode Island. Raced successfully in the NYYC Classic week and other events in summer 2004. She is currently for sale and hopefully will stay in the growing New England fleet.

N 71 Flapper (ex. D 60 Flapper).

A 1939 Christian Jensen design, Flapper was the Olympic alternate for Denmark in 1948. Little else is known of her. She has been undergoing a full restoration to original racing condition, at Brion Rieff's in Brooklin, Maine, for owner Nick Booth and should be sailing in summer 2005. Guidance for the restoration has come from Jacob Vargish of Pedrick Yacht Design.

US 55 Lucie.

A 1931 Clinton Crane design. Newly acquired by a Maine owner who plans to have her fully restored and race with other sixes in the Northeast. She is a very famous boat, having been designed for Briggs Cunningham and represented the USA in several British-American Trophy team races. Her stern has been shortened by about three feet and she needs some other work and probably a new mast. She was built as a Rule 2 boat but later modified to Rule 3 to drawings made by Olin Stephens.

US 56 Jill.

A 1931 S&S design which recently surfaced in Maine. The owner has not yet decided what should be done with the boat which, reportedly, is in need of a lot of work. It is hoped that this will become another success story and that, at some future time, she will reunite with her former 1932 British American teammates, Lucie, Bobkat II, and Nancy.

KC 22 Titia.

A 1952 David Boyd design. Restored over the winter of 2004 and sailing in the Newport area for the early summer for the first time in many years. Titia was recently sold back to England after a 48 year stay in the New World.

San Diego

US 35 Saleema

A 1928 Sherman Hoyt design. Now sailing in the great San Diego Classics scene. She was the silver medal winner at the 1932 Los Angeles Olympics.

US 54 Bobkat II.

A 1931 S&S design, she is currently based in Italy and owned by famous America's Cup yacht designer Doug Peterson. Bobkat II was a member of the victorious American team in the 1932 British-American team races. Shipped to Italy where Federico Nardi at the Cantieri dell'Argentario in Porto San Stefano, Italy for a beautiful total restoration to original racing configuration. BobKat II was reunited with the recently restored US 60 Nancy for the first time since 1932 at the European Championships in Porto Rotondo. It was her first Six-Metre racing in decades and she fared well with good speed against newer Rule 3 boats. Later placed well at Les Voiles de St Tropez. This boat will be one of the ones to beat for the Rule 1/Rule 2 Trophy at Sandhamn at the World Cup 2005.

Port Huron

US 90 Irene (ex. D41 Zamboanga, Aa Aa, also US 69 Irene).

This boat was owned for many years by the Beebe family and was the first Six-Metre to go to Port Huron. She has now been acquired by Mark Conger and is in the process of restoration.

Tim Street.
23rd December 2004