

BISMA
CLASSIC INTERNATIONAL SIX METRE NEWSLETTER NO. 4

OCTOBER 1999

1. Since the last Classic Newsletter which was issued in 1997 there has been a considerable upturn in the fortunes of Classic Six-Metres, both in the UK and internationally. This newsletter is intended to bring fleet members up to date with class happenings. It also includes items which might be of interest to all owners and snippets of historical information.

2. In 1998 the European Classic Championships were held at Cowes under the flag of the Royal Yacht Squadron. With the exception of the Olympic races, held at Ryde in 1908, which was won by T. D. McMeekin's Dormy, and the frequent British-American Trophy races until 1955, this was the first time that one of the major international trophies had been competed for in the Solent. The event, run excellently by the RYS, together with the British Open Championships run previously by the Royal Southern Yacht Club, at last proved to the Scandinavians that it was possible to set Solent courses which were not seriously affected by tides.

3. At the AGM which followed, the Classics were recognised and a Classic Committee of the International Six-Metre Association was formed, with Eero Lehtinen (Finland), Marina Perrot-Carpeneda – Secretary (Italy), Tom Richardson and myself as Chairman. As all the classic owners felt that the Bahamas were unsuitable for old classic sixes, it was agreed to hold a separate Classic World Championships in Hanko, Finland in 2000 on a once only separate basis.
Your committee therefore set out to track down and invite all the classic six metres in the world. In the event the committee were able to locate the following boats: Argentina 1, Australia 2, Belgium 2, Brazil 2, Denmark 6, Spain 5, Finland 27, Franc 25, the UK 11, Italy 9, Holland 4, Norway 6, Sweden 12, Switzerland 24 (+ 2 British boats). Subsequently contact was made with North American fleets and 12 Canadian and 35 American boats reported: a total of 185 boats either in racing condition or undergoing massive refits/rebuilds.

Of the 11 boats registered in England, 7 are based on the Solent, 5 of which have indicated that they wish to race in 2000. These are likely to be joined by CAN8 Carin II owned by Chris and Cindy Wittstock, who have had a baby but are likely to come over to race in the British Championships, and Philip Walwyn's St. Kitts III, GBR 66 which is likely to come over from St. Kitts if not sold.

As well as the 185 boats noted above there are also believed to be a number of boats in Germany and Austria. Provision figures are - the Bodensee 31, Berlin 3 and Kiel 5. A contact address for the Freundeskreis Klassische Yachten has at last been obtained.

4. For the 1999 World Championships Finland received 52 enquiries and 35 entries, of which 32 classics actually took part plus 15 moderns. Sadly there were no British classic entries. The World Classic Championship was won by FIN 50 Ali Baba II (1938) Henrik Tenström; 2nd FIN 38 Mariana (1936), Team Kairamo and 3rd FIN 44 Toy (1938) Eero Lehtinen.

5. As you may know Tony Canning has been Chairman of BISMA since November 1996 and is retiring in November. Jonathon Fairchild is also retiring and so we are looking for a new Chairman, a Class Captain and a new Secretary. There will be a General Meeting on 18 November, 6.00 p.m. at the RORC since the RTYC has no vacant evening.

Tim Russell is currently still Hon. Treasurer – note that the classic class subscription is currently £45 for those boats in commission and £15 for associate membership for those not yet complete.

6. The following boats are currently considered to be in class in the UK.

K5 Sunshine A 1927 Fife. Fully restored by Roger Sandford exactly to the original plans with original rig. On Lake Lemman and racing with the Swiss fleet based at Geneva. She is a very near sister of Finvola with the same rig.

CAN 8 Carin II (ex L38, Alic) Built in Finland in 1940 she was taken to Canada and has been owned by the Wittstock family for over 55 years. Beautifully restored at the Elephant Boatyard by Chris Wittstock and his father. She is raced by Chris and Cindy Wittstock who are now based in Connecticut but at present fly over each year to England to race her. She is currently at Lallows Yard, Cowes having attention to her forefoot.

K17 Sioma II Built by Anker & Jensen on 1927, initially for Mr. Claud A. Allan on the Clyde. She was converted for ocean racing in the early 1930s and raced under the name of Sona as one of the RYA offshore class, based at Newcastle-on-Tyne. She has been beautifully restored by Jonathon Fairchild and Roger Bates at Lallows Yard at Cowes by Laurie Borer. Ian Howlett designed the new rig and she was strengthened to take the resultant strains. She won the Classic European Championships in heavy weather in 1998 at Cowes, very thoroughly/convincingly beating Ali Baba II the new World Champion. Now laid up and seriously for sale.

K19 Finvola A beautiful 1925 Fife fully restored by Jurgen Lunshof after difficulties with refastening to the original plans and almost identical with Sunshine. Now to be based on the Solent for the seasons racing in 2000.

K28 Nancy (US60) Designed by Sparkman and Stephens in 1932 she is one of the most famous six metres. She came to the UK as part of the US team and was designed and sailed by Olin Stephens for the British/American Trophy. Purchased by Harold Edwards she was re-named Dragon and raced regularly in England until 1947. She then went to the Gareloch where she was converted for cruising and remained for many years. She was bought by R. Dean Wilson and Valerie Wilson-Trower from Maldon and raced in 1995. She is currently laid up at Traditional Yacht Services, Newport, Isle-of-Wight while Dean and Valerie are in Hong Kong (where they are racing a Dragon). She is in original condition (with a cabin, designed by Laurent Giles) and is entirely sound.

SU1 46/K46 Fiona A beautiful 1935 Fife, carefully restored by Ted Baillie in Switzerland and based on Lake Lemman. She has been restored as original and races with the Geneva fleet. Now well equipped with a sail wardrobe she is beginning to show well, especially in heavy weather, finishing 3rd at Founex in July.

GBR 48 Caprice James McGruer's penultimate six metre design and one of the prettiest ever built. She was built by McGruers in 1946 for Sir Frank Spriggs and raced until the mid 1950s. Recovered in 1996 from Northern Ireland she has been magnificently restored by Richard Bond who raced her in 1999. She is a very big Six, some 38 feet 10 inches long.

GBR 52 Mena Built in 1946 for Augustus J. Newman by Camper & Nicholson, she was perhaps Charles Nicholson's best Six. She raced regularly up until the last season in 1956 when she took part in the last British/American Trophy trials. Never converted she ended up

in Mumbles with her counter cut off and her hull fibreglassed. She was bought and sailed single handed to Hayling Island. Tom Richardson subsequently won the first British Classic Championships in her in 1987 before she was sold and taken to the Channel Islands. She was purchased by Anthony Gibb and Ian Hamilton in 1998 and has been fully restored at Lallows with all the fibreglass removed and her counter put back. They are planning to race her for the season in 2000.

K60 Asti V Formerly E31 she was designed by Morgan Giles and built in Bilbao in 1930. Renamed Saxon when she came to the UK she has been most beautifully restored by Peter Brookes and her owner Ross Perkins near Maldon, Essex. She is currently gaff rigged and has a cabin. She is for sale.

GBR 66 St. Kitts III Formerly CAN27 named Circe II and built by Luders, she was for many years at the Bay of Quinte, Lake Ontario before being purchased by Philip Walwyn (who won the European Championships in 1988 at Falmouth in K88 St. Kitts) and taken to St. Kitts, where she has been fully restored and subsequently raced in Antigua Week in 1999. She is for sale but if not sold Philip intends to bring her to Europe in 2000 to take part in the European Championships in St. Tropez and then on to the British Championships in Hamble, 13-16 July.

K71 Kyria A 1947 Camper & Nicholson built for Air Commodore Paddy Quinell she has been carefully rebuilt on the beach at Caernarfon (opposite the castle) by Richard Jones who is the third generation of the family to own her. Kyria took part in the first British Open Championships in 1985 sailed by Johnny Caulcutt. She is unlikely to return to the Solent for racing for the time being.

GBR 72 Thistle A beautiful boat designed by David Boyd in 1947. She was still in the British Team for the British/American Trophy in 1956. She finished 8th out of 28 in the European Championships in 1988 at Falmouth and was thus the winner of the Classic European Championships for that year. She is owned by Tom Richardson who is putting her back into full racing condition for 2000, after some years of concentrating on his modern Six Georgia, and intends to race her seriously.

GBR 91 St. Amour II Designed by Henri Coppenex and built at the Corsier Port, Chantier Naval, Geneva in 1945 (formerly Z36) she was brought to the UK by Richard Arden in 1987. Subsequently owned by Mark Kinkead, who restored and modernised her at the Elephant Boatyard. Helmed by Rupert Street, she finished 2nd in the Classic European Championships in Benodet in 1994 and 3rd in the Worlds at Sandhamn in 1995. Recently bought by The Lord Iliffe, she is currently at Hamble Point having her counter replaced and a new teak deck installed. She will be ready for 2000.

7. In addition to the British registered fleet, which includes those boats above, registered as being in class, there are a number of other British registered boats in existence undergoing various stages of refit but not currently in a racing condition, as follows:

K 1 Maida I A most original design by "Wee John Stephen" and built on the Clyde in 1932. Now partially restored by David Spry at Helensburgh who is just restarting work.

L 2 Cresse Designed in Finland by Zake Westin and built at the Åbo Båtvärf at Mariehamn in 1922. Originally named ASS 1922 she is owned by Jan Blonquist, who is now resident in Suffolk, and in 1923 was owned by his grandfather. Long converted as a cruiser she is being

rebuilt to racing standard under the supervision of Jan Blonquist's father in Finland. When finished he plans to bring her to England.

GBR 24 Jo (Originally numbered K24 in 1921, then K19 in 1922 only to revert when Finvola was built). Built by Anker & Jensen in 1920 she came to the Clyde to compete in trials for the British/American Trophy. Not qualified for selection she raced until 1925, subsequently being based on the East Coast. She is now owned by a Mr. Jack Bielecki and is lying at Peter Wilson's Aldborough Boatyard awaiting decision on her future.

K 32 Abu Built by Anker & Jensen in 1931 as N45, she won the Gold Cup twice in 1931/32, and the One Ton Cup in 1932 before being purchased by A E Lees and brought to Burnham. Now owned by James Weir and lying at Tollesbury, Essex, he is about to start on her rebuild.

K 34 Monsoon A very interesting boat designed by W. Maxwell Blake for his retirement and built of teak by United Engineers, Singapore in 1925. She was originally gaff rigged. Owned by David Elliott and converted for cruising with a cut down rig, she is based in Chichester Harbour.

K 47 Catherine Built in 1935 by Camper & Nicholson and top British boat in 1938 and 1939. She raced with the fleet from 1985 to 1991 and is owned by Gerard Sounier who is based on the yacht "Oona" in Cannes. He has no funds and is seeking someone to share her and take her to the South of France.

K 75 Joanna (ex G24 Michel; Avalun VIII) Designed by Bucholz and built by Drewitz in Berlin in 1935 for the 1936 Olympic trials, she reputedly was brought to England in the bomb bay of a heavy bomber during the Berlin Airlift. After racing at Burnham in 1949, she spent her life until 1990 on the West Coast of Scotland, owned by a syndicate of Glasgow doctors. She was purchased and stripped off for work but abandoned in Dumbarton. Rescued by David Brown she was taken to Northwich in Cheshire where she is for sale. Negotiations are currently in hand for her purchase. The potential purchaser proposes to restore her for racing.

F 108 (ex K77) Royal Thames Designed by David Boyd and built at Woodnutts in 1955. Currently undergoing a major refit in Brittany, negotiations have been opened to purchase her and bring her back to England for the year 2000.

K 60 Vrana Designed by A. Mylne in 1937. She has been bought by Dermot and Rosalind O'Brian who propose to restore her in Co. Cork.

8. The programme for next year is as follows:

<u>Cannes:</u>	SKI and 6	24-30 April
<u>St. Tropez:</u>	French Open Championships	10-12 June
<u>St. Tropez:</u>	European Championships	13-19 June
<u>Hamble:</u>	British Open Championships	13-16 July
<u>Scandinavia:</u>	? Nordic Cup	27-30 July
<u>Cannes:</u>	Regate Royale	19-26 September

The dates of the Southern Six, run by the R. Southern Y.C. will be discussed at the meeting on 18 November. There is also a proposal to join the HDYC/RYS Regatta at Cowes on 22/23 July.

An International Rule Regatta (23, 15, 12, 8 or 6 metres) the 'Regate di Primavera' is also being planned for Santa Margherita Ligure but dates are not settled.

9. A beautiful book about all the Finnish Six Metres with full histories and photographs of each one has been introduced and is a mine of information. It includes a complete list of all Scandinavian registered Six-Metres ever built. It can be obtained in the UK through most good bookshops. It is **Sexornas Jakt** by Inguard Liewendahl, Harald "Affe" Alftan och Pekka Barck : Finglands 6mr-fönbund r.f. – ISBN 952-90-5890-X. It costs £40.
10. The results of the Regate Royales in Cannes in September were:
- | | | | |
|----|---------|--|-------------------------|
| 1. | FRA 99 | Vert Galant 1936 (Anker & Jensen) | Jacques Chauveau |
| 2. | Z 49 | Mirage | Laurent Pinget |
| 3. | FRA 111 | Dix Aoüt (ex Aglaee) 1950 (Bjarne Aas) | Pierre-Paul Heckly |
| 4. | ITA 43 | Dan 1930 (Bjarne Aas) | Marina Perrot-Carpeneda |
| 5. | FRA 85 | Eole 1937 (Camper & Nicholson) | Jean-Paul Vernet |
| 6. | FRA 90 | Bihannic 1948 (Camatte, Cannes) | Laurent Laffaille |
| 7. | FRA 12 | Solidar Nosc 1945 (Knud Reimers) | Dominique Barriere |

Sadly GBR 14 Saskia of Rhu-Gary Bunce, which is based at Canne was unable to take part.

The next BISMA meeting will be held at the RORC, 20 St. James Place, London W1 at 6.00 p.m. on Thursday 18th November. Dinner **MUST** be booked and paid for in advance. Do please try to come, especially as we need to discuss next year's programme.

Tim Street
Chairman, ISMA Classic Committee
 1 November 1999