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Classic Six-Metre Newsletter No. 8

1st February 2003

Leif Bockelman of Finland has succeeded me as Chairman of the ISMA Classics Committee, together with a newly elected Classics Committee, but I have, however, been invited by him to continue with providing classic information to the World. These notes are a follow on from Newsletter No's 6 and 7, issued last year. You all may be pleased to know that we now have around 281 classic Six-Metres in racing order or undergoing restoration. I am always pleased to answer any queries and, as you can see, I am now operating on e-mail, albeit still very nervously.

Ever since my last Classic Notes were published on the Internet, I have had a steady stream of enquiries from all over the world, sometimes as many as three a week, wanting all sorts of classic information. Since January 2002 new homes have been found for thirteen classic Six-Metres which require restoration.

Beat Furrer, who owns SUI 113 Temptation II, (formerly the British boat Perdita), has re-started the ISMA News and has produced several super editions. All are available as Adobe PDF's at the Swiss website. He is based in Berne, Switzerland; his fax number is 00-41-31 357 6100 and his e-mails are info@6metre.ch and bfurrer@furrerfrey.ch.

Rescue of the Year

Last year our 'Rescue of the Year' was K 49 Noa in the USA. An offer was made for her, by an ex-patriot American, who wished to restore her in the South of France. However the latest news is that the current owner's family wish to keep her and to restore her themselves.

This year's Rescue, therefore, is GBR 75 Joanna (ex G 24 Avalun VIII, Michel Selig), which is looking for a new owner, as she requires major restoration. A very unusual but quite pretty boat, with a small transom stern. She was designed and built in Berlin in 1934 and came to England in 1948. As a lake boat she is likely to be a light weather boat, suitable for the Mediterranean. She has spent much of the last fifty years as a cruiser in the Hebrides, Scotland but is now lying at Penpol on the Fal Estuary, in Cornwall. Brian Pope, the current owner, is keen to sell.

England

In England, we have had a good year, although not quite as many Sixes raced this year, due to illness and the current international financial markets. However we have had a lot of movement and restoration work.

GBR 1 Maida. A 1932 J.G.Stephen design, built by McGruers. Now purchased by Richard Rankin, she has gone to Peter Wilson's yard in Aldeburgh, where her rebuild is going very well. They are currently installing the deck beams, having finished the hull. She is to have a wooden mast.

GBR 3 Hourii. A 1911 A.E.Payne jnr (of Summers and Payne) boat. One of the five Sixes he designed. No plans or photographs of her have been found, but the National Maritime Museum was able to produce a photograph of her sister, Snowdrop, also built in 1911, which has shown her counter and general lay out. Her owner, David Seer, has embarked on a total restoration, including putting back her counter, at his home near Usk, Monmouthshire, Wales

GBR 4 Anemone. A 1915 First Rule Six, designed by Wilhelm Schultz and built at the Kolbjornsvik Baadbyggeri in Norway. She is only 25 feet long and is a double-ender, technically known as a "spissgatter", looking like a small Colin Archer type Norwegian pilot boat. Owned by Geoffrey Croft, she is being restored by Richard Crane at his small yard at Millbrook, in Cornwall and is hopefully expected to be afloat by August 2003, ready to take part in the Royal Fowey Yacht Club Regatta.

K 5 Sunshine. A 1927 Fife, restored to original and owned by Roger Sandiford, who also owns the two great classic yachts, Solway Maid and Blue Leopard. She has been laid up this year by Lake Geneva.

CAN 8 Carin II (ex L 38 Alic). Built in Finland in 1941, she has been owned by the Wittstock family for over fifty years and is currently owned by Chris and Cindy Wittstock who live in Norwalk, Connecticut and fly over to England to race. She is stored at Lallows, Cowes, England where, last year, she was fitted with a new keel as her old one had broken underneath the mast-step. She has not appeared this year, after winning the British Classic Championships in 2001 for the second time.

GBR 19 Finvola. Like Sunshine, Jurjen Lunshof restored this 1925 Fife to original. Since then he has been slowly updating her in a number of ways, with a shorter boom and larger jib (not quite a genoa yet). With her new sails she has proved to be considerably improved in performance, although she is still original in that she has no winches and wooden blocks. She gave the 1946 boats very good competition this year, beating Mena occasionally in light weather.

GBR 19/24 Jo. This 1920, First Rule boat, the 1920 Olympic Gold Medal winner at Antwerp, was rescued by Peter Wilson and taken to his yard at Aldeburgh for a total rebuild, in 1996. Peter Wilson is now hoping to gain possession of her, in lieu of storage charges.

K 25 Sheila (ex USA 4, also ex Suilven). Designed by Starling Burgess and built by Herreshoff in 1921, she came to England with the 1922 British/American Trophy Team and stayed on. Lorna Rice has done considerable work on her and has put her back to racing trim. After a cautious two years racing in small classic regattas at Plymouth and Fowey, Lorna sailed her down to Fowey in June 2002 to take part in the British Open Championships, Sheila's first serious Six-Metre regatta since 1922. Although finishing last, she improved steadily during the week and Lorna several times got the best starts.

GBR 28 Nancy. This is the famous Olin Stephens 1932 boat, which came to England with the 1932 American Team. Recently, she was bought by a syndicate consisting of Bill Green (of Green Marine), Dr. Jonathan Rogers and Peter Farrar. She is currently in Green Marine in Lymington, where she has been totally stripped down and her Laurent Giles designed cabin removed. They have her original plans from Sparkman and Stephens and also the plans for Goose's keel, with which, Olin says, she was fitted in 1939. She is to be restored to full World Championships winning standard, ready for the 2003 World Championships.

GBR 30 Selma. Selma, a very pretty 1928 Anker and Jensen, was bought in 2001 from the Clyde, by Geoffrey Barker, after she had lain in the same shed at Kilcreggan, untouched, for over fifty years. He took her to Aldeburgh and spent the winter restoring her. After nearly 16 month work she was re-launched in August 2002, as a fully rigged Six-Metre, for the first time since 1948.

GBR 48 Caprice. A 1946 James McGruer design, built by McGruers. Richard Bond had her restored five years ago by Tino Rawnsley, in his own factory shed in Somerset. This year he took her to the Coupe de la Mediterranee at St. Tropez, in May 2002. In light weather, with an experimental handicap of 40 seconds per mile against all the moderns, she came third. He brought her back to England for the British Championships, then taking her to the Solent where she took part in every Six-Metre race, winning 15 out of sixteen. In the sixteenth race her mast broke at the crosstrees. Investigation showed that the crosstrees had been put through the mast, through a round hole and kept in place by washers and split pins. She was then taken back to St. Tropez and took part in Les Voiles de St. Tropez, with three other Sixes, the first time that it has been permitted since the sinking of the Six-Metre Taos Bret in the Nioulargue, at St. Tropez, five years ago.

GBR 52 Mena. A 1946 Camper and Nicholson boat, which was rescued from the Channel Islands and sailed back to England in 1998 by Anthony Gibb and Ian Henderson. Restored by Lallows at Cowes and fitted with the former mast and boom from GBR 100 Asterix, she really proved herself in 2002, winning the British Open Classic Championships at Fowey. A German syndicate have now bought her, with the aim of bringing her up to standard for a serious attempt on the 2003 Classic World Championships.

GBR 57 Erica. A 1937 Camper and Nicholson boat, which was preserved in her original state by Scott Rohrer in Seattle, she was brought to England by Richard Bond in 2001. She did very well in this year's British Championships, coming third. She is currently in Penpol Boatyard on the River Fal in Cornwall, where she is having major restoration work on her rudder-post, horn-timber and inner skin, which are being substantially replaced. Richard Bond is planning to enter her, brought up to racing standard, in the 2003 World Championships.

GBR 66 St. Kitts III (ex KC 25 Circe). A 1937 Luders design, which was owned by Philip Walwyn of St. Kitts, former owner of the two Six-Metres St. Kitts I and II, she was bought last year by Andrew Thomas of Fowey, where she now lives. He has put her back into racing condition and raced her in all the Fowey regattas, for his first season in Sixes. He is carrying out a number of ergonomic improvements this winter, to improve her crew handling capability and is planning to order new sails.

GBR 75 Joanna (ex G 24 Michel, Avalun VIII). Designed by Drewitz and built in Berlin by Bucholtz in 1935, she came to England in 1948 in the bomb bay of a British heavy bomber, during the Berlin Airlift. Recently purchased by Brian Pope, of Penpol Boatyard, he is now looking for someone who would like to restore her.

GBR 91 St. Amour II (ex Z 36). Owned for some years by Mark Kinkead, who raced her very successfully, in 1999 she was bought by Robert Iliffe, who completely restored her, installing a new teak deck. He was planning to take part in last summer's regattas but, unfortunately, his skipper had a heart attack shortly after he had helped run the British Open Championships, with the result that she missed the whole season.

ITA 56 Miranda II. A 1937 Costaguta, she has been bought by Jan Nygaard, a Norwegian, who lives on Malta and has been brought to England, where she is also being restored by Brian Pope, at his Penpol Boatyard. Jan has organised a well-known English Six-Metre skipper to help him, as it is his first boat. She is to be re-numbered NOR 86 and Jan is hoping to enter her in the 2003 World Championships at St. Tropez.

#### Germany

Since the 2000 newsletter, in which it was indicated that there were believed to be a large number of boats in Germany, Peter König arranged for the formation of German International Six-Metre Association which now has its own website. A large list of German six-metres has been put together and is shown on their web site:- <http://www.6mr.de> and <http://www.6mr-klassiker.de>. Peter König is the Classic Committee's representative on the Association. Sadly, he has sold GER 7 Contessa to Japan, where she is now sailing. It is hoped that Japan may now try to build (or rebuild?) a fleet. The Freundeskreis Klassische Yachten have also published a list of their six-metre owners and boats, currently showing some 48 boats and Torsten Dornberger is researching whatever happened to the other known boats, lost in the war. It is known that some nine boats were taken over by the British Forces yacht clubs but, with the exception of Joanna, all stayed in Germany.

#### Berlin

For the first time, thanks to Torsten Dornberger, we are delighted to include news of the small Six-Metre fleet in Berlin, which includes a small number of classics. Now that it is known that there is a fleet there, it is hoped that it may be possible for other sixes to join up with them. Currently, there are believed to be only four Six-Metres in Berlin as, sadly, it seems that all the boats on the Muggelsee are gone; the last one to go being G 53 Astree, a 1969 Willi Lehmann design, which is now at Noirmoutier, France.

The following boats currently form the Berlin fleet:

G 3 Gaviota (ex Tusle), a 1928 Neesen design, built by Trayag at Travemünde.

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

Z 42 Ylliam VIII. Built by Bjarne Aas in 1951. Representing Switzerland, she took part in the 1952 Olympic Games at Helsinki, finishing sixth. She is under restoration by Torsten Dornberger.

KA 6 Toogooloo IV (later USA 95 St. Francis IV).

A 1969 Olin Stephens design, built by Bill Barnetts in Australia. She is the first "modern" Six-Metre and was built for the Australian John Taylor, who, in 1969, together with "Sunny" Vynne, inaugurated the Australian-American Trophy at San Francisco. Unfortunately, she was defeated by Goose, a 1938 USA boat, by four matches to three. She was, subsequently, bought by the St. Francis Yacht Club, on condition that John Taylor would build another Six and, helmed by Tom Blackaller, re-named St. Francis IV and re-numbered USA 95, she successfully defended the "Am-Aus" Six-Metre Challenge Cup against Toogooloo V, in four straight races. She is also under restoration by Torsten Dornberger.

#### Belgium

There are two boats under restoration in Belgium:

Edelweiss II. Designed by Linton Hope and built by Frank Maynard's yard at Chiswick, London in 1914. She was "Marconi" (now Bermudian) rigged and was, I believe, the last boat completed before the First World War. She was numbered L3, later B 3. Now owned by Dirk Hesse, Bergstraat 61, 2950 Kapellen, Belgium.

BEL 10 Senoia ( ex K 50 Senoia/Blue Cat, F 50 Blue Cat ) A 1936 Camper and Nicholson boat. She raced in England up until 1950, was subsequently sold to France and raced there until bought by Marc Bruggeman in 1997. He has been doing a massive rebuild, which is approaching completion and hopes to have her ready to re-launch in 2003.

#### Netherlands

Karel Beer, the owner of S 82 Norna IV, which he is now doing further restoration work on, together with his daughter, has gallantly accepted the onerous duties of Class Captain of the BENELUX Fleet and is in the process of co-ordinating the various boats based in Belgium and the Netherlands.

In the Netherlands there are three boats, which I know of, in full racing condition:

NED 19 Piccolo ( ex. K 41 ). A 1932 Fife, restored by Peter Brookes in a barn near Maldon, Essex, England. One of the earliest classic restorations.

NED 20 Goodwood (ex. G 41 Ayesha II). Designed by Willi Lehmann and built in 1971, in his yard on a lake near Berlin, in what was then the Eastern Zone of Germany. Varnished, she is owned by Marc Heijke together with his brother Norbert. .

S 82 Norna IV, a 1935 Anker & Jensen, owned by Karel Beer, the BENELUX Fleet Class Captain. His Fax No. is 00-31-(0)411-625 322, and he is very keen to contact any other owners in the BENELUX countries to help form the fleet.

There is also one boat under restoration:

NED 21 Caramba (ex. S 39, GKSS 1925, Lola, Caramba, Senorita and Tidigate). Designed by Tore Holm and built by Onnereds Batvarv in Sweden in 1925, she is owned by Eltjo Reijenga of Rotterdam and is being thoroughly restored, with a varnished hull, by Doomernik Classic Yachts in Holland. Their fax no. is 00-31-416-66 00 50 or <http://www.doomernik.nl>

Also in The Netherlands are:

NED 8 Edith, a 1925 Bjarne Aas, which has been owned by the Buenan family for over fifty years. She is now owned by Marc Buenen, who has done considerable preliminary work towards restoring her and is planning to begin a major restoration in the near future, to bring her back to racing condition.

There are other boats in the Netherlands, which are known of:

H 10, Old Salt (ex Sally), a 1926 G. De Vries Lentsch, which has been converted for cruising. She has taken part in many classic regattas and is now for sale for 23000 Euros.

There may also be an unknown Abeking and Rassmussen boat somewhere, requiring restoration and Gybo, a pre-First World War British boat, which is believed to be in a shed somewhere near Flushing. I would very much welcome any news on these two.

#### Brazil

Torben Grae, who owns Aileen, has been working in New Zealand with Prada on their America's Cup Challenge and is based in Milan. During August 2001 he took part in the America's Cup Jubilee Regatta at Cowes, as skipper of the beautiful 12 Metre Nyala, in which he came second to Sovereign in the Twelve-Metre Classic division. He confirmed that there are two classic Six-Metres in Brazil. He owns one and his brother owns the other. As there has never been a registered fleet in Brazil it was suggested that their boats would be numbered BRA 1 and BRA 2.

BRA 1, Aileen ( ex Nurdig II, Basta ). Built 1911. Designed by W. Hansen and built by Kjobenharns Fly & Skibs, Copenhagen, Denmark. Owned by Torben Schmidt Grae. Tel/Fax: 00-55-21-7118722.

BRA 2,(ex L 33 Guida, and Marga ). Designed by Zake Weston and built by Abo Batvarf, Abo, Finland. Owned by Lars Schmidt Grae, rua Tiradentes 107/1906, Inga, Niteroi R.J., Brasil, CEP 24210-510.

Both boats have been restored and equipped with modern rigs.

#### Denmark

The 2001 European Championships were held in Denmark at the Royal Danish Yacht Club, at Runstedt, north of Copenhagen. Dates were 2nd-3rd August, Danish Open Championships, followed by the European Championships. Sixteen classics took part and the Championship was won by FIN 44 Toy, with NOR 80 Elizabeth X second and Baron Neils Luel-Brockdorff's Lady Day third.

I only know of Baron Neils Luel-Brockdorff's classic sixes in Denmark, although DEN 3, Miraposa, has been beautifully restored in Switzerland. There is also one modern in Denmark DEN 62 Junie, owned by William Jensen.

D 58 Lady Day ( ex N 65 Norna VI ) Built in 1937, originally for the King of Norway and restored by the Baron Neils Luel-Brockdorff at the Danmarks Museum for Lystsejleds, Valdemars Slot, Slotsalleen 100, Troense, DK 5700 Denmark. .

Baron Neils Luel-Brockdorff also has two other sixes at the Danmarks Museum for Lystsejlads, which he owns.

D 42 Cutty ( ex. KDY 1931 ). Designed by A.Witt and E.Wedell and built by E.Nordbjaerg at Copenhagen in 1931. And

D 35 Dana. ( ex. K 22 English Rose ). Designed and built by F.Morgan Giles, at Teignmouth, England in 1927.

#### Finland

It may truly be said that Finland kept the classic flag flying throughout all the low years and we are delighted to present the first notes on the Finnish fleet to appear in the Classic Newsletter. At present there are some forty Six-Metres currently registered in Finland, of which only two are Moderns. This is the largest number of Classics in any fleet in the World. The Finnish ranking for the 2002 season included five domestic regattas and the European Championships in Denmark. The season was opened with the Finnish Nationals at HSK, Helsinki on June 15-16th. Attention was very much on Alibaba II, returning to racing after a year off and

a complete underwater renovation. After the major Hanko regatta, four boats (Alibaba II, Antinea, Klara Stjärna and Toy) were packed up to sail in the Europeans in Denmark while the rest of the fleet enjoyed the Finnish summer in form of deliveries, cruising and day sailing from home marinas. The Finnish Six Metre season continued with the wooden boat event Viaporin Tuoppi in August. Mariana navigated the exceptional course at the best speed and with fewer mistakes than the others. Mariana was followed home by Silene III, Boree II, Raili and Fandango. FIN-64 Emziawas was also among the eleven participating Sixes taking part in this unique festival race around the historical Suomenlinna fortress.

The Finnish top ten ranking table 2002 was as follows:

1. FIN-44 Toy, 68.0 points
2. FIN-50 Alibaba II, 60.0
3. FIN-21 Klara Stjärna, 56.0
4. FIN-3 Mariana, 54.0
5. FIN-60 Off Course, 50.0
6. FIN-40 Fandango, 32.0
7. FIN-53 May Be IV, 30.0
8. FIN-61 Silene II, 27.0
9. FIN-30 Raili, 25.0
10. FIN-35 Elinore, 24.0

The following yachts participated in Finnish domestic and international races during 2002:

FIN-3 "Irma" Designer: Birger Slotte 1943.

Irma is undergoing a major renewal of the deck. According to owner Juha Paananen everything has been stripped off and the new deck will be made of mahogany and Siberian spruce. The yacht is also going to be repainted white. The yacht could not race in the Nationals last year due to some last minute problems with the rudder but, this year it is planned to participate in as many races as possible.

FIN-14 "Anja" Designer: Einar Olofsson 1926.

The renovation started in 1999 is still in progress. With the acquisition of Toy's former rig and some better sails in 2001, a step forward for competitive racing was made. Some work on the deck was done during the winter 2001-2002. The new stiffer rigging and sails put too much strain on the hull and, as a result, Anja did not participate in as many regattas as planned. This spring, it is planned to begin work on the broken frames and on the joinery between keel, hull and mast step. It is also planned to complete the deck repairs. According to skipper and owner Tom Lindén, depending upon his holiday commitments, Anja will attend as many races as possible.

FIN-17 "Armeta". Designer: Einar Olofsson 1936.

During the winter some frames are being replaced and some work has to be done around the mast step. It is planned to carry out other work at the Jakobstad shipyard. The skipper and owner Kristoffer Öström plans to participate in most of the domestic races next summer.

FIN-21 "Klara Stjärna" Designer: Gunnar L Stenbäck 1938.

Klara Stjärna participated in all the domestic races and also competed in the EC last year. No major changes or repairs are planned for her this winter. According to her owner Harry Thunerberg the yacht will attend all domestic races.

FIN-24 "Antinea" Designer: Einar Olofsson 1928.

Antinea also participated in all races last year. This pre-1933 Second Rule design had some changes made to the keel during the winter 2001-2002. Some weight was removed from the keel and the front of the keel was given a more round profile. Since she is a shallow and sensible design, the crew will be focusing mainly on improving boat-handling and tactics. Some technical improvements are being carried out this winter. It is planned that Antinea will participate in all domestic races this summer.

FIN-30 "Raili" Designer: Gunnar L Stenbäck 1937.

Raili takes part in about five domestic regattas each year. The season 2002 was very much like the other summers with an exception that she lost her mast in Hanko. It took few weeks before it was repaired and the boat returned to Helsinki for Viaporin Wooden Boat Regatta. There are now plans to have work done on her this winter.

FIN-35 "Elinore" Designer: Einar Olofsson 1934.

Elinore has been racing and sailing over the last few seasons, without any major repairs or changes however, this winter, some work will be done to the bow due to a collision with Silène II in the Helsinki Regatta.

FIN-37 "Lyn" Designer: Tore Holm 1936.

No news has been received on Lyn. It is hoped that she will return to the active fleet this summer.

FIN-38 "Mariana" Designer: Gunnar Jacobsson 1936.

According to skipper Antero Kairamo, Mariana is in good shape since the work done on the bottom of the hull during 2001. 2002 results were in line with previous ones, including two regatta victories at Hanko and Musto-regatta. The 2003 racing plans include all domestic regattas, although the Nordics are still uncertain.

FIN-40 "Fandango" Designer: Tore Holm 1937.

No news available from Fandango. The yacht proved to be "in shape" last summer and it is hoped this yacht will attend most of this year's races.

FIN-43 "Wire" Designer: Gösta Kyntzell 1938.

Wire was back last summer after a very extensive restoration programme. Unfortunately there is no news on next season's plans.

FIN-44 "Toy" Designer: Gösta Kyntzell 1938.

No major changes or renovations are being carried out as she is in excellent condition and ready to challenge all other contenders at the 2003 World Cup at St. Tropez.

FIN-50 "Alibaba II" Designer: Tore Holm 1948.

Team Alibaba will see some new members joining it for 2003. Helmsman Hena Tenström and tactician Nappe Molander, both World Champions in Hanko 1999 and European Champions in St Tropez 2000 will be leaving the boat. The new "after guard" is under negotiation. The boat remains unchanged from Denmark with nothing major needing to be done. The planned new rig will be most likely delayed until 2004 due to difficulties in finding a reliable supplier. (Note: In England, we now have a number of six-

metre aluminium mast tubes, owned by Ian Howlett, the America's Cup designer, which he has for sale and there are three mast builders who are able to turn them into the latest design masts. Also, Collar, a well known wooden mast and spar builder, are able to make good quality wooden Six-Metre masts at a satisfactory price. I would be pleased to answer any queries).

FIN-53 "Maybe IV" Designer: Tore Holm 1936.

Beautifully restored and varnished, she has been an excellent competitor for several years. However nothing is known of her plans for 2003.

FIN-59 "Ian" Designer: Gustaf Estlander.

Recently bought by Michael and Sini Cedercreutz, it is planned that during this winter a lot of frames will be replaced and the rudder will be adjusted to reduce severe leaking. Ian also plans some technical changes to improve racing abilities. The season 2002 was the first racing season for her new owners and it is planned that next summer the yacht will participate in Helsinki, Hanko and the Nordics, but probably not in the races in August.

FIN-60 "Off Course" Designer: Harry Becker 1940.

No major changes or repairs have been reported, however some changes in the crew for next season are to be announced later.

FIN-61 "Silène III" Designer: Tore Holm 1949.

Carefully restored and maintained, Silène III has had little work carried out this winter due to the bad weather conditions. One of her owners is currently researching and writing a book on Tore Holm the great Six-Metre designer, which is likely to be of great interest to all owners of Sixes.

FIN-63 "Boreé II" Designer: Bjarne Aas 1937.

Only the "normal" maintenance and repairs are being carried out this winter. All the 2003 domestic races are on the agenda, but the Nordics has to be discussed further.

The following boats did not compete in 2002 but may appear in 2003:

FIN-12 "Fridolin" Designer: Tore Holm 1930, undergoing a major renovation project. The yacht is now 450 kilo lighter at 4000 kilograms without the rig. The deck and gear has been renewed, new rig, mast and boom. All the frame have been replaced and it is planned that Fridolin will take part in all Finnish domestic races

FIN 19 Puckie. Designed by Yngve Holm and built by Norrtälje Varv, Sweden in 1926. In cruising condition but, hopefully, she will take part in the Nordics at Mariehamn in the Åland Islands this year.

FIN-39 "Jolanda III" Designer: Harry Wahl 1936.

It is hoped that this Åland Island based Six Jolanda III will take part in some races next year. The Hanko regatta combined with the Nordic championship should be perfect for the yacht.

FIN-51 "Maybe VI" Designer: Tore Holm 1946.

Maybe VI is being equipped with a new rig, new gear and new sails. The yacht underwent a major renovation during 2001-03 when the wooden keel and most of the underwater timbers were changed or repaired and the deck was returned to her original design. It is planned to will attend The World Championships in St Tropez and the Hanko regatta.

News from other yachts or projects

FIN-1 "Aglaja" Designer: Harry Wahl 1925.

The yacht was bought by the present owner in 1989 and has been standing in a yard since then. No major restoration work has been done during these years. According to the owner the yacht is still in fairly good shape.

FIN-5 "Kerttu" Designer: Zake Westin 1923

Kerttu has been laid up ashore for the last four years. The owner has plans to do some repairs this spring and have her afloat for her 80th birthday. According to the owner she is in pretty good shape.

FIN-6 "Renata" Designer: Gustaf Estlander 1927

The present owner is carrying out a slow restoration programme and she is stored in Suomenlinna outside Helsinki, although she is likely to have to be moved shortly.

FIN-52 "Marianne" Designer: Tore Holm 1934.

Marianne was returned to her original varnished mahogany in 2001-02 but did not take part in any regattas during 2002 and only day-sailed and cruised. This year it is believed that she will continue with this programme.

FIN-57 "Borgila" Designer: Charles E Nicholson 1924

According to the owner the yacht is in fairly good condition. The yacht has cruised regularly during recent summers. As the yacht has a small "cabin" and very old sails, the present owner thinks that racing is not on the agenda at present but he has plans to restore the yacht to "original condition" for racing..

FIN-66 "Bambi" Designer: Knud Reimers 1946.

On the advice of Tim Street, Bambi (Z-34) was brought to Finland last summer from Switzerland. Bambi has been in a shed near Geneva for a while, but is very well preserved. She is now being restored at the M-Yachts boat yard in Lovisa, Finland (which is also looking after a big Herreshoff ex-Americas Cup boat this winter). Some work is needed on the keel, as well as in the aft section of the boat. New fittings and a mast will also be needed. Unfortunately the boat was not ready for 2002 due to time restraints at the boat yard, but it is planned to put the boat in water in autumn 2003 or, hopefully, no later than spring 2004. She is to be based on the Åland Islands and registered with the Åland Islands Yacht Club (ÅSS).

There are also believed to be two boats, which have recently been restored:

FIN 2 Caresse. Designed by Zake Westin in 1922, she has been restored beautifully in Finland for Jan Blomqvist, whose father supervised the work. She was originally owned by his grandfather and had long been converted for cruising, but it is Jan Blomqvist's intention ultimately to return her to racing condition, when it is hoped that she will join the racing fleet. At present, she is only rigged as original, but has been out sailing.

FIN 65 Skade (ex. S 1, GKSS 1921, Titti, Bylgia II, Robot, etc.) Designed by Tore Herlin and built in Sweden by Angholmens batvarf, in 1921. She is still undergoing a full restoration by her owner Karl-Henrik Stuns.

#### France

Jean-Noel Perrodo has now completed the restoration of his pre-1914 Six, Caramba, based at Archachon, near Bordeaux and would like to race against any other pre-1914 sixes. Other news is:

FRA 99 Vert Galant, a 1934 Anker and Jensen, most beautifully restored to the highest standards by Jacques Chauveau, has been sold to a new owner and raced in last year's Les Voiles de St. Tropez..

FRA 67(?) Silene II ( ex. Z 30 Glana, Silene II, St. Yves and K 98/GBR 67 ). Now owned by Michel Bellion. She is based at Loctudy near Benodet, in South Brittany, together with Clyde (Fife's last design) owned by Francois Carn. She is believed to be still for sale.

FRA 77 Elfe. We are delighted to see that M. Clement Brunet-Moret has restored this 1931 boat, designed by F. Camette and built by Chantier G. Bonnin at Lormont, near Bordeaux, to full racing condition and will form part of the fleet based in Noirmoutier and the Vendee. This new fleet currently consists of Warhorse, May be VIII, Normand III, Vert Galant, Tara and the recently arrived FRA 69 Astree.

FRA 79 Eole, designed by P. Arbaut and built by G.Conti at Nice in 1936, has been restored at St.Malo. It is nice to see that she won the Vintage Marconi Class at the Nautical Society of Marseilles event at the end of June 2002.

Musette. News has recently been received that Musette, a 1909 Linton Hope design, is now under restoration at the Chantier du Guip de L'ile aux Moines. She was originally built as a cruising Six and raced in many races in Europe.

#### St. Tropez.

Perhaps the most exciting news from France is that a new Fleet is in the process of being formed at St. Tropez, under the auspices of Jean-Denis Sarraquine, President of the Yacht Club de St. Tropez.

Jean-Denis owns the modern Six, FRA 116 Bravade VI and has recently acquired:

K 14 Saskia of Rhu, a 1935 Alfred Mylne, built originally for A.S.L. Young. She was soon converted for cruising and it was planned that she would take part in the first ever, British Open Six Metre Championships in 1985 but, unfortunately, she filled up and sank on the way to the regatta. Subsequently she was taken to Cannes by Gary Bunce, who carefully restored her and raced her in the Regate Royale. It is anticipated that she will take part in the World Championships this year.

Together with a friend he has also bought K 47 Catherine, from Gerard Saunier, who had left her at The Elephant Boatyard, on the Hamble, for a number of years, after living aboard her for some time. She is a 1935 Camper & Nicholson with considerable potential. Never converted, she raced in all the major British regattas up to 1956 and, again, from 1985 to 1994. In 1939 she won at Cowes against 16 other Sixes, with four wins in six races, beating the 1936 Olympic Gold Medalist, Lalage in every race. She also raced with her crew on trapezes, believed to be the only Six to have done so, as they were at once banned. She will require very major restoration work.

Other boats in St. Tropez include:

F 46 Clymene II, exZ46 Astree III, a 1959 Bjarne Aas, fitted with a cabin and an engine. The owner hopes to return her to racing condition over time as he also owns and is restoring the Twelve-Meter Clymene.

F 94 Taos Bret (ex S 94 Silvry Moon, Silvret). She has recently changed hands and it is hoped that she will now be restored.

GBR 48 Caprice, owned by Richard Bond, is also now mainly based there.

Another potential owner is also looking for a classic Six to restore in St. Tropez, over a long period.

#### Italy

With the sale last year of Miranda II to Jan Nygaard, there are now known to be some fifteen Six-Metres in Italy, but there appears to be no class racing. Of these only K 8 Zenith, a 1923 Fife which was restored to original at Penrhyn on the Fal Estuary, Cornwall, England, now owned by Daniele De Bono; D 43 Dan, owned by Luigi and Marina Carpeneda; ITA 70 Valentina, owned by Luigi Pavese, a beautiful varnished 1978 Gary Mull design and ITA 74 Nivola, are believed to be in racing condition, while six classic boats are known to be for sale, most of which will require considerable work to put into racing condition.

Valentina is a modern six but, as yet, does not have wings and as a result, is outclassed by other modern boats of the same vintage. She is now for sale but, meanwhile, it is hoped that she can be persuaded to fit wings, to bring her up to modern standards, to enable her to take part competitively in the regattas being organised by Edmund Capart in Monaco and the South of France, this September.

#### Norway

There are now seven classic sixes registered in Norway including N 8 Askeladden (ex. S 79, Tittern) a 1922 Bjarne Aas, which was restored and raced in Europe Week 2000. It is hoped that, with Chris Ennals help, it can be arranged for Jo, a 1920 Anker & Jensen, to be returned from England to Norway, if a buyer can be found.

Jan Nygaard's boat Miranda II, currently under restoration in England, is to be numbered NOR 86 and Jan is planning to race her in Europe, to represent Norway internationally.

#### Switzerland

There is a lot of regular racing at regattas all round Lac Lemman at the different ports, as well as on the Bodensee. The Swiss fleet is no longer mainly classic but the races are great. If you like light weather it would be well worth while planning a holiday there with your Six. Beat Furrer has covered their news very thoroughly in the most recent ISMA News.

There are also three very lonely six-metres on Lac Thun, near Berne and it is hoped to organise a regatta for them in June 2004. The boats are SUI 11 Freya, which has recently been restored, Z 28 Bonite, a 1938 Tore Holm, owned by Hans Baumann and SUI 70, Belanea (ex, K 70 Marletta), owned by Andrea Roost who is planning to put her stern back if we can ever get the plans out of Scotland. Several British Sixes have already expressed interest in attending any regatta there.

Beat Furrer, who has recently bought and done up Temptation II and keeps her at Thun, ( ex Perdita and Pieric IV) produced an excellent Swiss bulletin- Bulletin 1/2001. He is keen on receiving any news. His fax is 031-357 61 00.

The latest news of others I have is:

SUI 46 Fiona (also GBR 46). A 1936 Fife (the last full Fife six-metre), she is now owned by Guy-Daniel Baillie, who lives in Lausanne, Switzerland. His father, who owned her for many years, restored her to original. Guy-Daniel has now returned her to racing trim and took part in the Memorial Coppenex on Lac Lemman, in August 2002.

SUI 44 Astree II. Formerly F 44 and an Olympic silver medallist. She was owned by Pierre-Paul Heckly, the French Class Chairman and was sunk in Cannes by vandals. When raised she was lifted out full of water, as a result of which she split end to end. She has now gone for rebuild to Philippe Durr at Chantier naval Vieux-Port, 1290 Versoix.

Sweden

This is the first report of the Swedish Classic Six-Metre Fleet since about 1974, so we are delighted to hear from them. It should be noted that LUX is a yacht Club in the centre of Stockholm, where the majority of Swedish Six-Metres are based.

SWE 3, Vanity, 1924-25, designed by Yngve Holm.

Owned by Björn Norén and based at LUX. She' s in fairly good condition with a small cabin and wooden mast. Needs rigging.

Swe 4, Gulldisken, 1922, Carl Holmström. Owned by Jim Christensen Malmoe. We have no news about her.

Swe 6, Fågel Blå, 1937, Tore Holm.

Owned by Mats Selin/Fredrich Dahlman. She is in racing condition and Mats and Fredrich are now working to increase the structural strength of the boat and make her float on the marks. A new mast will probably be put on for next season. Voted the best Six-Metre in Sweden in 2002 in all categories.

Swe 9, Aloha, 1923, Axel Nygren.

Owned by Hans Edgren, Göta. In good hands but does not race with the LUX fleet.

Swe 21, Merenneito, 1928, Zake Westin. Tommy Byström.

Very good looking! Is in fairly good condition and will probably be at LUX the next season.

Swe 22, Ingegerd (also Swe 35), 1928, Gustaf Estlander.

Owned by Magnus Nilsson & Anna Rosengren, LUX, Sweden.

Under rebuild and the owners have plans for racing next season.

Swe 25, Flush, 1933, Harry Becker.

Owned by Jonas Lindberg and in very good condition but mostly used for cruising.

Swe 31 (d), Silvervingen, 1939, Tore Holm.

Owned by Ricard Siewertz. Not a pretty boat, but in good condition. Ricard has a long term rebuilding plan and is sticking to it. Last year she was fitted with a new deck and was eased back into her original shape back. As a result of this work she did little during the season.

Swe 37, Råven, 1926, Gustaf Estlander.,

Owned by Fredrik Lindqvist, she is in good hands and in excellent condition and participated in the 2002 European Championships, finishing seventh.

Swe 38, Topp, 1930, Yngve Holm.

Owned by Stefan Person, she is a very good looking yacht with a small and neat cabin, In good condition but mainly used for cruising,

Swe 45, Attack, 1939, Harry Becker.

Owned by Stefan Karlsson and based at Djursholm in Sweden.

In cruising condition.

Swe 60, Stella Polaris, 1938, Zake Westin.

Owned by Fraenckel and based at Stockholm, she is in a very good cruising/racing condition.

Swe 72, Ara, 1929, Bjarne Aas.

Owned by Alexi Elliot, she is currently under restoration. It is planned to put her back in racing trim during the next year, however she needs a new mast and new sails.

Swe 93, Melita, 1934, (ex K 42), designed by Robert B. Fife and built by W. Fife & Son, Fairlie.

She is a very beautiful Six, with a long and distinguished career. She attended the European Championships at Falmouth, England, in 1988, which was the first regatta in which the " old, pre-1965 Sixes" competed as Classics with separate results. (The other "classics" competing were Thistle and St. Amour II). Sadly she did not complete the regatta as she was very badly holed. Currently owned by Janne Wiehager, Sweden, she is a fast boat in racing condition. Sadly she is up for sale.

N 46, Lisbeth V, 1932, Johan Anker.

Owned by Johan H Larsson and based at Orust.

Currently she is undergoing restoration as a cruiser/racer, but it is hoped that, when completed, she will join should join the LUX fleet.

N 83, Yam-Sing, a 1957 Bjarne Aas; his one from last six-metre design..

Owned by Nyholm/Larsson, she is currently under slow restoration. The plans for this season are to put the main frames in place, and rebuild the aft part of the hull.

USA

After a long period, when the six-metres in the USA very much reduced, the fleets seem to be on the up again. Originally, this was due to Peter Durand in Detroit, Michigan on the Great Lakes and Kimo Mackey in the Puget Sound on the North West Coast. It is now very much being driven by Matt Cockburn in Seattle and Hans J. Oen on Long Island Sound, where there are now four six-metres based. Matt Cockburn has restored Buzzy III to full racing trim.

#### Fleet News

##### Seattle

US 90 Fokus III, (ex. Exit, ex. Little Sister, ex. N 79 Fokus III), 1948 Bjarne Aas design which is a sister to Hans Oen & Charlie Hoffmann's N 80 Elisabeth X. She has been in various backyards for over 20 years. Jim Mateer, who has just opened his own boat yard, has acquired this heavy weather boat and has begun major work on her. She needs a new deck, many frames, and much other work. He hopes to have her in the water for the 2003 season.

US 72 Lulu - 1937 S&S design. Last autumn she was in the water, but looking for a suitable dry spot for the winter. She has been acquired by Craig Downey who intends to perform the urgent work, so that he can get her back on the race course for 2003. More work is planned over the next few years, but she needs a new mast step and areas of her deck repaired before she can sail. Built by Nevins, (side by side with US 77 Fun - now in France), for America's Cup winner and famous sportsman Briggs Cunningham, she was the first winner of the Bermuda Gold Cup, defeating K49 Saga, as well as the then 1937 Scandinavian Gold Cup winner. This event is described in Henrik Ramsay's 'Sommar och Segl'. She made her way west during WW II and sailed in San Francisco under the name Strider and, later, St Francis II. She went to Seattle in the 60's.

N 61 Lulli II - 1936 Bjarne Aas design. Currently stored ashore, she won the silver medal at the Berlin Olympiad, behind the disqualified Swiss 'Ylliam' and England's 'Lalage'. She never showed herself well in the Northwest and has seemed to go from one sad story to another. In the 1960's she was called "W.T.M." (which stood for White Trash Manor), the name of the house where the three bachelors who owned her lived. She still looks OK, despite considerable neglect, but needs a lot of TLC. The current owner has traded labour (barn building) for the boat, but has never sailed a Six, much less raced. As of late December 2002, both the boat and the owner would appear to have disappeared but Matt Cockburn is looking for her.

KC 6 Buzzy II, (ex. S 62 Trickson VI), 1938 Arvid Laurin design. Laid up ashore. The current owner, who has owned her for 20 years, is planning to begin the project this year. He has taken a shipment of black locust wood for the frames. This is a very interesting boat that can be fast in the right conditions, but is hard to keep "in the groove". She has very tight bends in the bilge and Laurin exploited the minimum beam (she is narrower than 6 feet) and maximum waterline with this design. It is hoped that she will be completed for 2004.

US 66 Indian Scout - 1936 Herman Whiton design. Currently stored ashore and dry. She won in Hango, Norway in heavy air to become the 1936 Scandinavian Gold Cup winner. She should have been selected for the Olympics that year, but Whiton, who was an outspoken critic of the Nazis, may not have been welcome in the country. The current owner's father-in-law started work on her fifteen years ago, but work has proceeded slowly and nothing has been done recently.

KC 16 Noa, (ex. K 49 Noa). A very long and beautiful 1948 James McGruer design, sister to Richard Bond's GBR 48 Caprice and James McGruer's most successful boat. She was chartered (for £1) to complete the USA British-American Trophy team, when Starwagon was held up in the docks by a strike. Karl Mailwald rescued her and has owned this boat for over 15 years. He has now decided to sell her for restoration and the ISMA Classics Committee has spent last year looking for a suitable purchaser, who is prepared to restore her. The latest good news is that someone in Europe may now have decided to take her on.

##### San Diego

US 40 Saleema, a 1928 Sherman Hoyt design. Currently residing in C.F. Koehler's boatyard with a hefty lien against her. C.F. will be likely to obtain ownership of the boat shortly and finish the restoration, to make her the third active Six in San Diego, along with US 43 Sprig and US 88 Freudian Sloop (ex. Big Apple).

US 54 Sceptre, (ex. Bobkat II). A 1931 S&S design, she competed with teammates US 55 Lucie, US 56 Jill, and US 60 Nancy on the victorious American team in the 1932 British -American Trophy races. Recently located in San Diego, she has been modified with a small cabin and inboard engine. Could soon be restored to original and become part of a revived fleet in San Diego.

##### Port Huron

US 55 Lucie. A 1931 Clinton Crane design, modified in 1934 to drawings by S&S, just like US43 Sprig. It is possible that the Rule 2 to Rule 3 modifications to both boats were made side-by-side at Nevins. She is a very famous boat, which competed on several British-American Trophy team races. Her stern has been shortened by about three feet. The owner performed some restoration about five years ago. The boat appears to be sheathed in GRP, at least below the waterline. Owner Patrick Henley also just completed restoring Mitena, a 12 metre.

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 been acquired by one of the Conger brothers and is in the process of restoration. As Irene needed a new mast, Matt Cockburn notified Phil Conger of the availability of an abandoned aluminum spar located in Toronto.

All the Port Huron boats have been sheathed in epoxy or fiberglass and are all Classics. All also have cutouts behind the helmsman for outboard motors. The yacht club is situated on the St Clair River a mile or so from Lake Huron. The St Clair is the outlet for Lake Huron, so that the current is so strong that you could not sail against the current to get to the lake. At one time, this fleet had up to ten boats, but their active fleet is now down to 4 to 5 boats, in various states of repair. Apart from the two boats noted above the following boats are known to be there:

US 69 Beauvais, (ex. N77 Ilni, Else Marie) A 1946 Erling Kristofferson. She probably swapped sails at one time with Irene, thus her inconsistent number.

US 78 Solenta, (ex. K 56 Solenta). A very well known 1938 C&N built for the Trimingham's of Bermuda and restored in the 1980s/90's by Peter Durand of Detroit, Michigan, who did much to restart Six-Metre enthusiasm in the USA.

US 89 Dodo, (ex. D 50 Dodo also US 78 Ellen). A 1934 Bjarne Aas. It is suspected that there has been another sail swap here, thus the former US number.

US 91 Vinnia, (ex. N 57 & L26 Vinnia). A 1934 Christian Jensen design, built by Anker & Jensen.

US 94 Ondine, A 1951 Whiton/Stephens collaboration double ender, built by Bjarne Aas.

US 99 Why Not, (ex. US 88 Why Not, S 59 Why Not). A 1947 Tore Holm design, modified with a separate keel and rudder in the mid-70's and thus no longer a classic under the Classic Rules

Canada  
Toronto Environs

US 68 Mood (ex. Bobkat III, ex. Firecracker). A famous 1934 S&S with keel modifications done in 1948. Built by Nevins in Tabasco mahogany. She was covered in GRP inside and out in the mid 1970's. Owned by Duncan Green since 1963, he says she's in good shape, but in view of her sheathing she might not be acceptable under the Classic Rules. Matt Cockburn states that in Olin Stephens' new book "Lines" it states that this boat was tank-tested one before Goose, at the Davidson Labs.

KC 1 Merreneito, (ex. L22 Merreneito). A 1927 Zake Westin design which came over for the Scandinavian Gold Cup and never went home. She was the first six in Canada, owned by RCYC Commodore George Gooderham. Now owned by a boat restoration business which refuses to sell the boat out of Canada. The current owner would prefer to perform a full restoration, which he estimates would cost US\$100,000 and, although Finland would like her to be returned to Finland, he wishes to retain her in Canada, as a part of the Canadian heritage.

KC21 Junge, (ex. D40 Amaryllis, KDY 1930 1930 Nordbjaerg). Modified for cruising, she is owned by the same owner as Merreneito and is not in very good condition. He might, possibly, be prepared to sell her.

KC 26 Sira, (ex. D 49 Kitsita II). A 1936 Reimers design, reportedly in very good condition.

Vancouver, BC

A couple of long hidden and assumed lost Fife boats have emerged and it is hoped will join the current Vancouver Fleet of KC 12 Ça Va and US 79 Starwagon. More boats could surface in Northwest Canada, as there are still a number of boats un-accounted for and many out-of-the-way places for boats to hide.

KC 16 Fintra II, (ex. K 10 Fintra II). A 1933 Fife. Owned for years by Anatole Zeitseff, the boat disappeared after his death, until Randy Cunningham (owner of Ça Va) spied her as a derelict in a West Vancouver boatyard. Randy played matchmaker and found two men willing to restore her, Rainer Muller and Tony Griffin. She had been altered through the years with a cabin, small inboard engine and modified counter and rudder. Copies of the original plans have been acquired from Fairlie and a full, uncompromising restoration is in hand.

KC 19 Erin (ex. Saskia II, ex. K 43 Glicky), a very pretty 1934 Fife. She was owned by the same family in northern British Columbia for many years, but never raced with the large group of Northwest sixes, which were active in the 60's and 70's. She requires some work and has been acquired by the same boat builder who is performing the work on KC 16 Fintra II. Today, both Fife boats sit side by side in the shop.

Independents

US 23 Madcap. A 1922 Sherman Hoyt design sailing on Lake Norman, North Carolina. Owned by the same family for at least 50 years. Modified to have a small cabin for cruising. She is in very good condition and the owners are passively looking for a new owner.

KC 11 Alana (ex. K 26 Priscilla III). A 1930 Fife design. Toby Rhodes purchased her from Randy Cunningham, who had found Alana on a scrap heap on Vancouver Island. She was in a bad way, her lead having been blow torched off the keelson. Toby has shipped her to Maine (3200 miles) for a full restoration.

Tim Street  
ISMA Classics Committee  
1st February 2003