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Classic Six-Metre Newsletter No. 9

25th November 2003

These notes are a follow on from Newsletter No 8, issued in February last year. You all may be pleased to know that, as a direct result of these Newsletters, we now have around 300 classic Six-Metres in racing order or undergoing restoration. I am always pleased to answer any queries either by e-mail or by telephone (at least up until 2300hrs, UK time).

Ever since these Classic Newsletters have been 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. Now I mostly receive these by e-mail, as I appear to be able to cope with it. Since the beginning of 2003, new homes have been found for around twelve classic Six-Metres, most of which require restoration. This figure is slightly down on last year, but reflects the fact that we are running out of restorable sixes.

I am always very pleased to hear of any new discoveries, whatever the condition of the boat/remains!

I am very sorry and must apologise to all for the late issue of this Newsletter. As you must appreciate, I am very much dependent on receiving all the news from the various correspondents, much of which has, again, been delayed this year. Mainly, I must say, due to the enormous work that has had to be done in acquiring the new Fleets' news.

By now you should all know about Beat Furrer, who owns SUI 113 Temptation II, (formerly the British boat Perdita), who has re-started the ISMA News and has produced a super first edition. 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

The great news this year is that the Norwegian Fleet is being researched and re-constructed by Morten Lindvik, who has done a huge amount of work. This year, therefore, we will, for the first time, have a report on his progress.

As a result of the recent French fleet's AGM, they now have a Classics Representative, who is Basil Carmody. He got down to work immediately and, as a result, we have a much increased and more detailed report on French Six-Metres.

Draft Classic Rules

During the year Matt Cockburn of Seattle produced the First Draft of the Classic Rules. These were augmented by Tim Street and Tim Russell of England and then refined by Hans Oen, who, after a fairly wide circulation, submitted them for ratification, to the AGM at St. Tropez. However, as it was thought that there had not been enough consultation, they were referred back to the Classics Committee.

So that the widest possible number of Classic owners can consider them and give their views, here they are.

1. A Classic Six-Metre is a boat designed and built prior to 31st December 1965.
2. All boats must conform to current International Six-Metre Class Rules, including deck equipment, mast and rigging.
3. The hull shape shall be consistent with the original design intent. Classic boats are permitted only one moving underwater appendage, which shall be a rudder mounted on the aft end of the keel, unless otherwise designed originally. Boats built to Rule 1 and Rule 2 may be updated to a configuration consistent with a pre-1965 interpretation of Rule 3 but, unless incorporated in the original design, are not permitted a bustle, a spade rudder or a separate skeg and rudder configuration. (see Note 1 below).
4. A boat whose underwater shape has been modified to a post-1965 design, may regain its' classic status, if the boat is returned to its' pre-1965 underwater configuration and re-measured.
5. Laminated frames using modern glues are permitted to replace broken or decayed frames. Reinforcement of the hull by the addition of a maximum of four laminated or plywood ring frames, using modern glues, is permitted: two in way of the mast partners and two in way of the running backstay turning blocks or attachments only.
6. With the exception of decking, ring frames, splash boards and minor outfitting items of a non-structural nature such as storage lockers and floorboards, the use of plywood is not permitted in restoration. However, this rule shall not invalidate the use of plywood to effect short-term temporary repairs.
7. Replacement planking shall conform to the original construction method and scantlings. An additional single external wooden veneer skin is permitted, provided any such addition is permitted within the current International Six-Metre Class Rules. (see Note 2).
8. All Classic Six-Metres shall hold a valid measurement certificate.

- Note 1. A number of boats built pre-1940, actually included bustles, spade rudders and/or a separate skeg and rudder. The ones that I know of are, or were, Josephine, Eyra, Maida II and Noroda, all British. However these have all been destroyed, but there may be others, which will have to be dealt with individually.
- Note 2. Since these Rules were drafted, it has come to my notice that at least one boat has had her double skin construction removed and replaced with normal, old-fashioned, mahogany planking. As this was done, it is believed, prior to 1965, it is considered that she, and any others which may have been dealt with similarly, should perhaps be accepted as "Classics" and thus "grandfathered".
- Note 3. There are a number of wooden boats, mostly designed by Willi Lehmann and built in East Germany between 1965 and 1971 which, although they are post 1965 should, more correctly, be designated as classics as, in some cases, they were actually designed pre-1965. Both by their design and their build, they really fit into the "classic" ethos and, especially in their speed, would appear to more resemble the classics. Local rules may have to be adjusted to take account of them.

Perhaps, if anyone has views or comments, they might let Leif Bockelman, Chairman of the ISMA Classics Committee or Hans Oen, know their views.

Rescue of the Year

At the beginning of this year our 'Rescue of the Year' was K 75 Joanna (ex G 24 Michel Selig, Avalun VIII). She has been purchased by Basil Carmody, who plans to restore her in the South of France. She is, currently, in Brittany and, it is planned, will go to St. Tropez, for restoration later this year. She has been allocated the new number FRA 75.

This year's desperate Rescue, therefore, is D 48 Hakahala, which is looking for a new owner, as she requires a total re-build and restoration. A quite pretty boat, she was designed by Knud Reimers and built by the Kobenhavns Y. and M. Verft in Denmark, in 1935. She was built to represent Denmark in the Gold Cup and is featured on page 52 of Uffa Fox's Second Book. She is lying, partly uncovered, in a yard about 30 kilometres north of Copenhagen and is for sale for, roughly, the Danish equivalent of £1150. She is in a desperate state, so if anyone would like to take on a mammoth project, do please make contact with me and I will (with luck) e-mail photographs and put them in touch with Jorgen Jensen who can arrange a visit and supply more information.

There were sixteen classic Sixes at St. Tropez for the Worlds in June. Some of them have been beautifully restored, especially the winner, Kenneth Peranen's Toy, Henrik Andersin's 'May Be VI' and Richard Bond's 'Caprice', all of which are outstanding. On the opening day, a dinner for all classic

owners and crew was organised by Basil Carmody, in the garden of his house in St. Tropez and the opportunity was taken for all those interested in classics to meet and have excellent discussions. The weather throughout the regatta was lovely and warm, with tricky light winds. To those of us who have done most our racing in the Solent, the conditions were quite marvellous and it probably means that no one will ever want to sail in the cold and rain of England again.

Australia

KA 2 Venger (ex Avenger). A 1946 Bjarne Aas designed boat, built by H. Griffin of Sydney, Australia. Purchased earlier this year by Dara Johnston in Sydney, after being left on a mooring untouched for the last two years. He is just starting on a major restoration, including removing her cabin and all her cruising arrangements. Currently she is glass sheathed and it may be decided to remove this for authenticity.

KA 4 Georgina. A 1937 Fife design, built by T.J. Tyson of Waratah, NSW. Currently based at Cammeray, Middle Harbour, Sydney, she is believed, currently, to be in a sailing condition.

It is hoped that, eventually, these may race against each other, thus leading to a revival of the class in Australia.

England

In England, we have had a disappointing year as, due to many boats going to St. Tropez, not quite as many Sixes raced this year. However, there has been much restoration and movement.

GBR 1 Maida. A 1932 J.G.Stephen design, built by McGruers. Owned by Richard Rankin, she has been rebuilt in Peter Wilson's yard in Aldeburgh and launched last summer, she will be sailing at Aldburgh this year, while her owner works her up.

GBR 3 Houri. A 1911 A.E.Payne jnr (of Summers and Payne) boat. One of the five Sixes he designed. Her owner, David Seer, has carried out meticulous research. Having found the family of the original designer (and introduced them to each other), he has now embarked on a total restoration, including restoring 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 Baadbygger, 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, hopefully, is now planned to be afloat by August 2004, 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 took part in the Fife regatta in Scotland this year.

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. They brought her out and raced in the British Open Championships at Yarmouth, Isle of Wight, in July.

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).

GBR 19/24 Jo (ex N1). 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 still hoping to gain possession of her.

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. She is also lying at Milbrook in Cornwall and is now for sale for £15000.

GBR 28 Nancy. This is the famous Olin Stephens 1932 boat, which came to England with the 1932 American Team. She has been restored by a syndicate consisting of Bill Green (of Green Marine), Dr. Jonathan Rogers and Peter Farrar. She missed the World Championships, but was taken to Les Voiles de St. Tropez in October, where she performed excellently.

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 next two winters restoring her. After nearly 16 months work she was re-launched in August 2002, as a fully rigged Six-Metre, for the first time since 1948. She is now for sale for £30,000.

GBR 32 Abu. A 1931 Anker and Jensen. Johan Anker's own boat, in which he won the Gold Cup in 1931. She won again in 1932, sailed by Magnus Konow and then came to Burnham on Crouch, England, where, owned by A.E. Lees she was less successful. She was converted as a cruiser in 1935 and has never raced since. She has been bought by the Street family (Tim, Charles and Rupert), who plan to update her rig to Rule 3 and restore her to top class racing for 2005/6.

GBR 40 Valdai (ex Rowan III). A 1930 Alfred design, converted for cruising many years ago, she has been missing for a long time. She has just been purchased by Peter Wilson and is now in his yard at Aldborough, where he is deciding on her imminent restoration.

GBR 42 Melita (ex S 93). A 1934 Fife, she has recently been bought by David Roberts of London, who plans to continue to race her in Sweden for the time being.

GBR 48 Caprice. A 1946 James McGruer design, built by McGruers. Richard Bond had her restored five years ago, in his own factory shed in Somerset. This year he took her to the Coupe de la Mediterranee and the Worlds at St. Tropez, where she finished second in the Coupe and third in the Classic Worlds. Recently she has been sold to Brian Pope, of Cornwall.

GBR 57 Erica. A 1937 Camper and Nicholson boat, which has been preserved in her original state by Scott Rohrer in Seattle, she was brought to England by Richard Bond in 2001. Owned by Richard Bond and restored by Brian Pope at Penpol Boatyard, Richard raced her at St. Tropez, coming sixth in the Worlds.

GBR 61 Asti V (ex Saxon). A 1930 Morgan Giles design, built in Bilbao for Eduardo de Astigarraga. She was beautifully restored by Peter Brooks, together with Ross Perkins, some years ago, but given a gaff rig. She has been bought by Ian Lindsay, who plans to put her back to full racing trim over this winter.

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 is now owned by Andrew Thomas of Fowey, where she now lives.

GBR 69 Victoria (ex N 51 Una 4). A 1933 Johan Anker design, possibly a sister to Abu. She is in very good condition and has just been purchased by Martin Belvisi and brought to England.

K 72 Thistle. A 1948 David Boyd design, which was restored by Tom Richardson in 1987. She was brought out by Tom Richardson this summer, for the first time for a long time and, true to former form, won the British Open Classic Championships at Yarmouth in July.

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 is planning to take part in next summer's regattas, including the British Open Championships.

Germany

Since the 2002 newsletter a large list of German six-metres has been put together and is shown on the German web site:- <http://www.6mr.de> and www.6mr-klassiker.de

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 however, with the exception of Joanna, all stayed in Germany.

GER 30 Mena. Built in 1946 and considered to be Charles Nicholson's best Six, she was bought from England, early in 2003 and, after having been put into full racing trim, represented Germany in the World Championships at St. Tropez.

Berlin

Thanks to Torsten Dornberger, we are once again delighted to include news of the small Six-Metre fleet in Berlin, which includes a few 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. However, G 19 Hunding VIII a 1935 boat, was known to be owned by the Akademischer Seglerverein e. V., as recently as 1980 and it is hoped that she can be located.

The following boats currently form the Berlin fleet:

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

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 VIII).

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" Vine, 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 and re-numbered USA 95, she successfully defended the "Am-Aus" Six-Metre Challenge Cup against Toogooloo V, in four straight races. She has been beautifully restored, by Torsten Dornberger.

Belgium

There are now three boats registered as being owned in Belgium:

BEL 17 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 the last boat completed in England before the First World War. She was numbered L3, later B 17. Now owned by Werner Huybrechts, who has done very considerable research on her, has tracked down a copy of her original plans and is restoring her to racing condition. She still requires considerable work on her planking, deck, stern and floors and he is currently negotiating for a suitable wooden mast and boom.

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 2004/5.

BEL 11 Alexandra (ex Z 30 Glana; Silene II; St. Yves and ex GBR 67 Silene II). A 1943 Knud Reimers, built in Geneva, she was formerly owned by Tim Street. Subsequently she has had her counter restored by Michel Bellion in France but has now been bought by Luc and Karel Decramer, who have taken her to Port Grimaud, near St. Tropez, where she is having further restoration work over this winter. She took part in the Coupe de la Mediterranee in June and the start of the Worlds, showing considerable speed in light weather.

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 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 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 Grael, who owns Aileen, was with Prada on their America's Cup Challenge.

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 Grael. 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 Grael, rua Tiradentes 107/1906, Inga, Niteroi R.J., Brasil, CEP 24210-510.

Both boats have been restored and equipped with modern rigs.

Denmark

Apart, of course, for D 48 Hakahala, which desperately requires rescuing, I only know of Baron Neils luel-Brockdorff's classic sixes in Denmark, although DEN 3, Ran VIII, has been beautifully restored in Switzerland and took part in this years Worlds coming 12th. There is also one modern Six 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

As I said in the last newsletter, It may truly be said that Finland kept the classic flag flying throughout all the low years. 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 2003 racing schedule included five ranking regattas. Their season started with the World Cup in St. Tropez in June, with three classics competing. FIN 44 Toy won the Gold Medal, with FIN 50 Ali-Baba II fourth and FIN 51 May-Be VI was tenth. The traditional Helsinki regatta was held on the last weekend in June and ten Finnish classics competed, with FIN 38 Mariana winning, FIN 21 Klara Stjarna second and FIN 60 Off Course third, although those boats which competed in the World Cup did not take part. The Hanko regatta took place on the first weekend in July. Sixteen boats took part and the winner was Toy, with Klara Stjarna second and Ali Baba II third. The Open Nordic Championships for Six-Metres was held on the 10th to 12th July and thirteen classics met on the course outside Mariehamn in the Aland Islands. Sadly, only two Swedish boats attended, plus one from Aland Island. The Championship was won by FIN 12 Fridolin, with Henti Lundberg from Mariehamn at the helm. Klara Stjarna was again second and Ali Baba II third. The Finnish Nationals were held in Helsinki in August with thirteen classics, Toy winning. The last ranking regatta, the Musto Regatta at Helsinki held traditionally at the end of August, with nine classics, was won by Ali Baba II, with Klara Stjarna second and Mariana third. The traditional Viaporin Tuoppi race also took place in August. Eleven classics took part on the traditional course off Helsinki with Mariana winning, FIN 30 Raili second and FIN 40 Fandango third.

In addition to the following yachts, which participated in Finnish domestic and international races during 2003, there are a number of major restorations and rebuilds, which should be finished by 2005, when it is possible that as many as twenty classics could attend the World Cup at Sandhamn.

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

Owned by Juha Paananen and Marjo Jappinen, there will be no major work done this winter as the owners are still tired from the work done last winter. This season, Irma will be competing in most domestic ranking races.

FIN 12 Fridolin. Designed by Tore Holm in 1930, she is now owned by Timo Koljonen and Peter Astrand who have no plans for major repairs this winter as, last winter, a lot of work was done on her keel which, together with excellent sailing and teamwork, helped her to win the Nordics in Mariehamn last summer. This season it is planned to take part in all domestic ranking regattas.

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

Anja had a low activity season but a new cockpit sole was installed during the summer. Most of the previous summers leaks had been fixed, although the test will be racing in heavy weather this year. This winter, focus is on replacing some of the broken frames, with the aim of taking part in some races this summer.

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

For this winter, Arnetta is stored together with Raili, May Be IV and Anja at their lair at Nylandska Jaktklubben in Helsinki. Due to the extensive renovation last spring, this winter she will only receive regular maintenance. Her crew have also gone into hibernation and will remain there, before the awakening in April !

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

Owned by Harry Thuneberg, Klara Stjärna will have a thorough going over during the winter, to become even "sharper" for next season. The big question is if she will return this summer with the same bright yellow colour as last year? The owner does not make any promises, but says that the colour for next season may be even more surprising. It is planned that Klara Stjärna will take part in all the races next year and only first places will be allowed to count. It is also planned that she will have new sails for every regatta, so that they can choose the best ones for the 2005 World Cup.

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

Owned by a syndicate of Mikael and Robert Renlund, Gustav Nyberg, Peter Dahlberg, Leif Bockelman and Tom Railo, Antinea will have some regular maintenance done during the winter, but the keel will also be rebuilt to conform under the original Measurement Certificate. It is planned that she will take part in as many races as possible this year and, hopefully, may also take part in the Nordics at Sandhamn, in Sweden.

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

Kari Korkman's boat is going through a normal winter's maintenance, without any major repairs being necessary. This season's programme will be decided when the race programme is issued. Summer 2003 showed that all boats, even the oldest boats, can still be competitive and it does not necessarily require high-tech sails but, more importantly, a well designed and executed renovation process, as proved by Fridolin. Well done !

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

Elinore will reach the honourable age of seventy this summer and this will be celebrated by getting the "old lady" into a grand condition. The crew are working on the deck but, otherwise, no major repairs needed. It is planned that Elinore will race in all domestic regattas.

FIN-37 "Lyn" Designer: Tore Holm 1936. Purchased in September 2003 by Lauri Tukianen, Lyn has been taken to boat builder Ari Forsman's new yard in

Sipoo, to undergo a full renovation. She will need a new keel, since the original lead keel went to the Finnish Army in World War Two, to be used for ammunition and the replacement is made of iron. The wooden keel may also be changed. Her four lowest planks, which at some time were replaced in mahogany, will be returned to Oregon pine, as well as her teak decks. All the rusty iron frames and some of the wooden ones will be replaced, with the aim of having her ready for the Worlds at Sandhamn. The long term plan is to race her with a family crew (three daughters for now).

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

According to skipper Antero Kairamo, Mariana is in good shape after a successful and warm season in 2003. Now "she awaits this summer with a peaceful mind". Some of her frames have broken so she will get approximately 15 new frames this winter, together with normal maintenance and a new paint job, to make her more beautiful for the coming season, when she will attend all the national regattas, with the two main goals of increasing her row of victories to five in the Viapori Tankard and recovering the Commodore Nicolas Sinebrychoff's Challenge Trophy.

FIN 39 Jolanda III. Designer Harry Wahl 1946.

A team from Helsinki is, at this moment, negotiating to buy her. If the yacht moves to Helsinki, the team intend to race her in all the domestic regattas, since she is in very good condition and it is hoped that she may take part in the Nordics.

FIN-40 "Fandango" Designer: Tore Holm 1937. Owner Veli-Matti Iivonen.

During the winter a considerable amount of restoration work is being done, with some of the minor woodwork being replaced by the skipper. This year she will be sailing in various regattas, using WB-sails and with older Meripurje ones as reserve. With good boat speed and brilliant tactics, Fandango will be trying very hard for success!

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

There is no news on this season's plans.

FIN-44 "Toy". Designer: Gösta Kyntzell 1938. Owner Kenneth Peranen.

No major changes or renovations are being carried out this winter, as she is in excellent condition and is only likely to have a relatively gentle season, taking part in only a couple of domestic races. The main goal is to challenge all other contenders at the 2004 European Championships in Sardinia and, next year at Sandhamn, to retain the 2003 World Cup, won last year at St. Tropez.

FIN-50 "Alibaba II" Designer: Tore Holm 1948. Owned by Kenneth Peranen.

Ali Baba II received some damage during last season's racing, which will be repaired during this winter. As defending Finnish champion, in 2004 Ali Baba II will be focusing on domestic races, possibly with the addition of taking part in the Nordics at Sandhamn, hopefully still with last year's team.

FIN-53 "Maybe IV" Designer: Tore Holm 1936. Owned by Tapio Lehtinen & Co. Beautifully restored and varnished, she is having some frames repaired

and is aiming for a still better finish for this year. It is planned to launch her earlier than last year. Since Tapio Lehtenan is very much occupied with family 29er sailing, that schedule will dictate her 2004 season's programme.

Fin-56 "May-Be" VI. Designer: Tore Holm 1946. Owned by Henrik Andersin, May Be VI has undergone a thorough rebuild at the Wooden Boat Centre, at Kotka, Finland, which has made her solid and fit for racing for many years. She has a new Measurement Certificate and may possibly have a new sail wardrobe of Kevlar sails and a new rig. The rebuild took 18 months and she is really beautiful, both inside and out. Her deck plan has been returned to Tore Holm's design, although it is now in varnished Oregon pine. She took part in the Worlds at St. Tropez.

FIN-59 "Ian" Designer: Gustaf Estlander.

Recently bought by Michael and Sini Cedercreutz, the summer of 2003 was quite eventful. She was launched rather late last year and as soon as she was rigged, set sail from Helsinki to Hanko. The day was perfect, with a steady South Easterly breeze and she reached Hanko in just under eleven hours of glorious sailing. Unfortunately, the regatta itself did not go quite as planned, as the skipper broke his leg during the third race! Last winter's work proved it's worth as she seemed much "stiffer" and did not leak and the new "winch-table2 was a great success. The season ended on a very positive note as Ian won the last race at the Musto regatta, ahead of a top class fleet, which gave the crew a huge boost to their morale. It is planned that, during this winter, the remaining broken frames will be replaced and the mast step renewed and, possibly, moved slightly forward. The helmsman's cockpit will also get a decent floor, to prevent further accidents!

FIN-60 "Off Course" Designer: Harry Becker 1940. Owned by Kaj Karumaa & Erik Lahtenmaki. After breaking her rig at the Nordics in July, she was laid up for the rest of the summer of 2003. The main goal for this season is to have a new competitive rig. All the crew have promised to continue for at least two more years, to include the Worlds at Sandhamn and it is anticipated that Off Course will be a serious challenger this summer.

FIN-61 "Silène III" Designer: Tore Holm 1949. Owned by Tapani Koskela and Ari Myllyla, she was interviewed on 12 October 2003 and, reportedly, said: "After a refreshing summer, with nearly 30 starts and a good number of sailing miles in the archipelago, I am happy to rest again at my home club HTPS. I do not expect any repairs this winter, but a couple of my spars are aching a little and deck varnishing is a must. I hope that they will find a good new varnish, since the manufacture of Fabi was finished. Next season? Yes, I look forward to meeting my great sisters in the joyful regattas again and my masters are obligated to win at least one race, in order to be able to hoist my brand new, hand made, signal flags!"

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

Only the "normal" maintenance and repairs are being carried out again this winter but, in the long term, repairs will be needed to her underwater hull. A new mainsail will be needed for this season, but the regatta programme has

not been decided, although the owner is very confidential about Boree's boat speed.

Non-Racing Yachts

FIN-2 Caresse. Designed by Zake Westin in 1922. Owned by Jan Blomqvist, whose grandfather also owned her some years ago, she has recently finished a long and major rebuild and, last year, only underwent some gentle sails. This year, there are plans to take part in some races, skippered by Stefan Blomqvist, however she will need some improvements before she can take part, but the crew are already in place.

FIN-18 Nixflu. Designed by William Fife III in 1923 and owned by Kristian Karlsson, she has been sailing every year with small repairs being made along the way. She is in fairly good condition, but has not raced recently, since she is based in Karleby on the West coast of Finland.

FIN 19 Puckie. Designed by Yngve Holm and built by Norrtälje Varv, Sweden in 1926. In cruising condition, but now FOR SALE.

FIN-52 Marianne. Designed by Tore Holm in 1934, she is owned by H. Eklund, T. Lavonen and P. Pikkarainen, but has not taken part in any races since the 1999 World Cup in Hanko. Her hull has been stripped and varnished, to replace the white paint and she has only sailed for fun. No major repairs are planned and only some frames need to be repaired or replaced. It is possible that she may take part in Hanko regatta this year but, more likely, the World Cup at Sandhamn in 2005.

News from other yachts or projects

FIN-1 "Aglaja" Designer: Harry Wahl 1925. Owned by Mark Mannermo, 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, but needs a lot of work and he is proposing to sell her.

FIN-5 "Kerttu" Designer: Zake Westin 1923

Kerttu has been laid up ashore for the last four years. The owner has been steadily carrying out some repairs and hopes to have her afloat for her 80th birthday. According to the owner she is in pretty good shape and the biggest job now is to complete the renovation of the deck, after finding the time to do it. If everything goes well, we will, hopefully, see her having some nice sailing this summer.

FIN-6 "Renata". Designer: Gustaf Estlander 1927 and owned by Kyosti Helin, she has recently been transported to a young, skilled shipwright, who will start her renovation into a 'museum type' yacht, with no modernisation. The aim is to launch her in 2007 for her 80th birthday, to enable her to take part in

races, with the old fashioned idea that it is “more important to take part than to win”.

FIN-25 Anitra. Designer: Einar Olofsson 1928. Owned by Jaakko Karki, she has been moved into a shed and is still undergoing a slow and steady restoration, but the owner is unable to give a completion date for re-launching.

FIN-29 Maj-Lis. Designed by Einar Olofsson in 1929 and owned by Arthur Heickell and Juha Hinskala, she has been renovated during 2003 and it is planned that she will be re-launched this summer, after her deck has been replaced. Normally, she sails on lake Paijanne but the owners hope to enter the World Cup at Sandhamn.

FIN-31 Lilo-Reet. Designed by Tore Holm in 1938, the new owner is probably aiming to have her ready for the World Cup at Sandhamn.

FIN-36 Joy. Designed by Tore Holm in 1935 and owned by Ismo Hentula's wife. Ismo Hentula says “I was happy to purchase Joy in July last year, much to fulfil a long term dream to own an original wooden racing boat. As a family man, however, I found it wise to purchase this beauty as a loving gift to my wife and thus make her a “Joy” for the whole family”. Originally, she was built in 1935 for a Mr. Hilding Silander, by Wilenius Batvarv at Porvoo and the present owners are the eighth owners. The former owners were very active with her from 1936 to 1955, when she took part in her last race at the Sandhamnsregattan. Currently, she is awaiting major restoration at M-yachts in Loviisa, by Martin Rosenstedt, with the aim of restoring Joy to her former glory and, eventually, re-entering serious racing, hopefully ready for 2005.

FIN-56 Fromista. Designed by Gustaf Estlander in 1930, she is owned by Laura & Jyri Kotilainen. She has gone through extensive renovation since 1998, which has been carried out by the owner and, inevitably, has taken much longer than expected, but she should be on the water this summer. As she is based at Oulu (in the north of Finland), she will be unable to take part in local Finnish six-metre races, but it is hoped to attend the World Cup at Sandhamn.

FIN-57 “Borgila” Designer: Charles E Nicholson 1924
According to the owner last year, 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, but he still has plans to restore the yacht to “original condition”.

FIN-64 Emzia. Designed by Johan Anker in 1933, she is undergoing a fairly large restoration, with the owner now concentrating on the underwater hull. If everything goes to plan, she could be back in action this summer and future plans might include the World Cup at Sandhamn.

FIN-65 “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. It should be noted that the original Knud Reimers' drawings were obtained from the Maritime Museum in Stockholm, which holds them. She is due to be re-launched in the Baltic this summer and the crew are looking forward to sailing off the Aland Islands to her new moorings. There are also believed to be two boats, which have recently been restored:

FIN 66 ? 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 Stun, who hopes to re-launch her this summer and is very keen to obtain an old wooden mast and old winches. If you have any information, please contact him at karl-henrik.stuns@raisiogroup.com.

FIN 67 ? Djinn (ex US 80, A 12). Designed by Olin Stephens of Sparkman and Stephens in 1938, she is a near sister of the famous Goose. She has been purchased by Henrik Andersin (owner of May Be VI), who just beat the Street family of England. The same team who rebuilt May Be VI are doing the work. She is in a sorry state, having had an engine and head installed. She was sold to the Argentina by the USA in 1948, took part in the 1948 Olympics at Torquay, coming second, but has not seen the water for 33 years, although she was rescued and preserved by Dr. Segismundo Cortes. The progress of her restoration may be followed on www.6mr.fi. Henrik Andersin would be very grateful for any information, anecdotes or pictures of her.

France

At their recent AGM, the following officials were confirmed in their appointments:

President: Jean-Pierre Gourio
Hon. Secretary: Jerome Brunet-Moret
Hon. Treasurer: Jerome Charmet

Meanwhile, Basil Carmody is very kindly acting as their unofficial Classics Representative and we are very much indebted to him for these expanded notes. If you would like to contact him on any points, or if you have a French Six-Metre and would like to join in, please contact him by e-mail on basil@carmody.ws

Caramba. 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 12 Solitar Nosc (ex Z 35, Aramis VII, Ylliam VI and Vagabonde, possibly also B 35). She was designed by Knud Reimers in 1945 and built at Corsier Port Chantier Naval in Switzerland. Dominique Barriere purchased her in 1980 as a wreck and spent ten years restoring her, mostly by himself (75%).

He added a small cabin, so that he could compete in single-handed ocean races. The original keel bolts being permanently moulded into the keel, he has added 14 additional stainless steel bolts. Based at Antibes, she competes regularly for pleasure in French classic events, accepting her 400 kg penalty. This summer she raced in the Worlds at St. Tropez and the Regates Royales at Cannes.

FRA 14 La Bandara. Designed and built by Bjarne Aas, in 1936, as a contender for the 1936 Olympics, for a Dutch owner, Mr. De Ruyter, who ultimately chose his other Six as his Olympic entry. In 1948, she represented France at the Torquay, England, Olympics. After spending several decades in the mud, she was partially restored in 1987, by Loic Blanken and then sold to Pierre Dubus, in 1990. He had her completely restored in 2000, including splining the seams. However, on 15th August, 2001, she was rammed and sunk by a 5.5 metre, during a race at the Ile aux Moines on the Atlantic coast. After being raised, she was sold to a new owner, who intends to move her to the Mediterranean, following a restoration by the Chantier Herve at La Rochelle. An article detailing her history has appeared in the French maritime historical review, *Chasse Maree*.

K 14 Saskia of Rhu (ex Saskia III). Designed by Alfred Mylne and built by the Bute Slip Dock Co Ltd at Ardmaleish, in Scotland, in 1935, for A.S.L. Young, she was almost immediately replaced by an Eight-Metre and converted for cruising. She was purchased last year by Jean-Denis Sarraquigne, of St. Tropez. He has nearly completed her restoration, which required work on her entire backbone, including stem, wooden keel and sternpost. He has also replaced two thirds of her ribs, installed new planking and a new deck.

FRA 27 Normand III (ex Astree, Noah, Rendez-Vous). Designed in 1927 by Pierre Arbaut and built by the Chantiers de la Heve at Le Havre. Since rescuing her ten years ago, Jean-Claude Danet has carried out a full restoration of her hull and deck. Based at Noirmoutier, on the Atlantic Coast and equipped with Mylar sails, this summer she took part in the Voile de Legende at La Baule, at Noirmoutier in the Regates Lancel, where she placed second and at the Regates du Bois de la Chaize, where she placed First.

FRA 28 Valama (ex L 28 Solna; F 3 Paulette). Built by Camper and Nicholson in 1910, for a Miss Doris Joel, she was soon sold to a M. A. Hersant, of Paris and Trouville, who re-named her Paulette. After the First World War she was possibly numbered F 3, but was taken out of class by 1922. Originally gaff-rigged, but now Bermudan rigged, she was Camper & Nicholson's first and only pre-First World War and First Rule Six. Marc Berthier, who has owned her since 1966, keeps her at Saint-Malo and uses his knowledge of the local currents to race her successfully, but reserves her mainly for recreational sailing.

F 46 Clymene II (ex Astree III also Z 46 Elan II). Designed and built in 1959, by Bjarne Aas at Fredrickstad. She is outfitted for cruising, with a cabin and inboard engine. Currently owned by Bernard de Wasseige, of Belgium, she is based at the Societe Nautique de Saint-Tropez. He is also lead member of

the syndicate currently restoring the French 12 metre, Clymene, which is to be launched in 2004, at which time he will be open to the sale or shared ownership of Clymene II.

K 47 Catherine. Designed by Charles Nicholson and built by Camper & Nicholson in 1935. She was top boat in England in 1938 and has never been converted. In 1948, she trialled having her crew on trapezes, which was almost immediately banned. She was bought from the Elephant Boatyard, on the Hamble, England last year, by Jean-Denis Sarraquigne, who is planning a complete and lengthy restoration, following the completion of his Saskia of Rhu.

FRA 75 Joanna (ex K 75/G 24, Avalun VIII, Michel Selig). A 1935 boat designed by Drewitz and built by Bucholz, in Berlin. Brought to England in 1948, during the Berlin Airlift, she was converted for cruising and spent the next 30 years cruising the Hebrides in Scotland. She was last year's Rescue of the year and has been purchased by Basil Carmody. She is to be moved by stages from Cornwall to St. Tropez this year, for complete restoration.

FRA 77 Elfe. M. Clement Brunet-Moret is now restoring this 1931 boat, designed by F. Camette and built by Chantier G. Bonnin at Lormont, near Bordeaux, to full racing condition. She is the fifth oldest existing French Six, having participated in the 1936 French Olympic Trials. Due to her age and condition, Clement Brunet-Moret decided that a total restoration was necessary and it is now under way at Noirmoutier, on the French Atlantic Coast, partially funded by the French Ministry of Culture! She is in the fleet based in Noirmoutier and the Vendee. This fleet also consists of Warhorse, May be VIII, Normand III, Vert Galant, Tara and FRA 69 Astree.

FRA Eole Designed by Wm. Fife in 1936 (probably by R. Barrington Fife) and built by Chantiers Auroux at Archachon. She was refitted and modified in 1995 with the addition of a cabin top. Bernard Marantier and his two sons sail her out of the Ile d'Yeu on the Atlantic coast of France.

FRA 79 Eole II. 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.

FRA 85 Eole II (ex K 54 Farida). Probably, in fact, Eole III, she was designed and built by Camper & Nicholson in 1938. Currently in full racing condition, she is owned by Jean-Paul Vernet and is believed to be based in Marseille. She took part in the 1985 World Cup at Cannes and the 2000 European Championships at St. Tropez.

FRA 86 Vingt Ans Après (ex Cabri IV, Cabri). Designed by Camatte and built in 1939 by Ets. G. Bonnin at Lormant, she is a sister to Mandragore and Elghi. She was restored in 1985, by her previous owner, George Barthes. Her present owner keeps her at La Trinite-sur-Mer on the Atlantic coast and looks

forward to having other Sixes to race against during next year's Voiles de Tradition, on July 17th – 19th.

FRA 88 Mandragore (ex-Dingo; Kornog; Tarawa). One of three boats designed by Camatte and built by Bonnin in Archachon, in 1939. Her hull was restored in 1981 at La Spezia and her mast and rigging were restored by Philippe Durr, in Switzerland, in 1983. Her current owner, Jean-Pierre Thibault, has sailed her out of La Trinite-sur-Mer on the Atlantic coast since 1986. She is heavily epoxied and has recently been put up FOR SALE.

FRA 90 Bihannic. Designed by Camatte in 1948 and built by Chiesa for the Torquay Olympics. Her previous owner added a period-style cabin top. Laurent Lafaille, her present owner, is returning her to her original condition, with authentic bronze fittings and a wooden boom. He berths her at the Cannes Yacht Club and regularly participates in the Regates Royales, each September.

FRA 99 Vert Galant (ex Jade, Philae III, Vert Galant III), a 1934 Anker and Jensen, most beautifully restored to the highest standards by the late Jacques Chauveau, has been sold to a four man team, headed by Laurent Thierry-Meig. She participated in the Lancel Trophy and the Bois de la Chaise regattas at Noirmoutier this summer.

FRA 120 Fissa (ex I 42 Mati). She was designed and built in Italy by the Cantieri Baglietto, at Varese in 1926. She participated in the 1927 Scandinavian Gold Cup, in Oyster Bay, New York. Jacques Dumon acquired her in 1975 and restored her completely in 1991, when her hull was strengthened, a new deck fitted and a small cabin top added. She takes part in many local races out of Cassis, near Marseille, under the colours of the Club Nautique de Port-Miou. Her stiffened hull has proved capable of withstanding the pounding of the frequent *mistral*.

Musette. News has recently been received that Musette, a 1909 Linton Hope design, is now under restoration at the Chantier du Guip de L'île aux Moines. She was originally built as a cruising Six and raced in many races in Europe. We hope to be able to report more fully on her next year.

St. Tropez.

This new fleet is still being formed at St. Tropez, under the auspices of Jean-Denis Sarraquine, former President of the Yacht Club de St. Tropez, who did so much to make the 2003 World Cup at St. Tropez such a success..

As noted last year, Jean-Denis owns the modern Six, FRA 116 Bravade VI and also acquired the two British boats Saskia of Rhu and Catherine.

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, Bernard de Wasseige, hopes to return her to racing condition over time, as he also owns and is restoring the Twelve-Meter Clymene.

F 94 Etoile du Midi (exTaos Bret; also ex S 94 Silvry Moon, Silvret). Last winter she changed hands and, after restoration, took part in this year's Worlds at St. Tropez, coming 14th out of 20. It is believed that she may now be for sale.

B 11 Alexandra. As noted under Belgium notes, she is now based in Port Grimaud and took part in this year's Worlds.

FRA 75 Joanna (ex G 24 Michel Selig, Avalun VIII). Purchased by Basil Carmody, it is planned that she will go to St. Tropez some time this year, for complete restoration.

Italy

Although there are still some fourteen Six-Metres in Italy, there still appears to be no class racing. Of these only the following are in racing condition:

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. A 1930 Bjarne Aas, rescued and owned by Luigi and Marina Carpeneda. Beautifully restored, she travels Europe and takes part in most classic events, coming an excellent fifth in this year's Worlds.

ITA 70 Valentina, owned by Luige Pavese, a beautiful varnished 1978 Gary Mull design, she took part in this year's Worlds.

ITA 74 Nivola, is also believed to be in racing condition.

Norway

This year has seen the start up of an embryonic fleet in Norway, due entirely to the tremendous work that has been done by Morten Lindvik (e-mail address: morten@lindvik.com), who has been putting together a consolidated class list and doing very considerable research into all the Norwegian registered boats. The results of his efforts are shown below. We apologise for the shortage of information, but hope to have a very much fuller report in the future.

L 42 Leila, 1912 William Fife III

Nothing is currently known about this yacht.

L 62 Colibri (possibly ex-Marmi II, a 1914 William Fife). Recently purchased by Petter Halvorsen for restoration, nothing is known about the antecedents of this yacht and very much research is currently being carried out. She could just possibly be F 62, but Petter has recently discovered a very old Danish coin under her mast step, which might perhaps indicate that she was built in Denmark. Possibilities therefore include Nurdig IV, designed by Werner Hansen and built at the Kjobenhamns Flydk. & Skibsv. in 1914; N 4 Inger-Marie, designed by O.W.Dahlstrom in 1928 and, even, F 62 Namoussa III/Asteria II, designed by Louis Breguet in France, 1933. One interesting point is that she is probably around 10.010 to 10.500 metres LOA but extremely narrow at only 157 MM. in breadth. Any thoughts would be most welcome.

N 8, Askeladden, 1922 Bjarne Aas. Restored to her original layout and rig, she is in racing condition.

N 31, Norna, 1928 Johan Anker

N 39 Elisabeth VIII, 1929 Henrik Robert, built by Holmen Yachtvaerft. She is currently in poor shape and it is not yet known when her restoration will begin.

N 43 Norna II, 1931 Johan Anker.

Believed to be to the same plans as Abu, she is in lovely condition and recently raced in the wooden boat festival in Risoer.

N 46, Seilina, 1932 Johan Anker.

Possibly also to the same plans as Abu and Norna II. She is undergoing major work, but it is not clear whether it is planned to bring her up to Rule III specifications. She should however be ready to race in 2004.

N 51, Victoria (ex Una IV), 1933 Johan Anker.

Possibly also to the same design as Abu, she is in beautiful condition and has just been sold to Martin Belvisi, in London. She will join the English fleet and will be based in the Solent.

N 63, Buri, a 1937 Bjarne Aas.
Currently in good racing condition.

N 78 Hovding, 1947 Thomas Berg, built by Borge Bringsvaerd.
Currently converted as a cruiser, but in very good condition.

NOR 86 (ex ITA 56), Miranda II, A 1937 Costaguta.
Purchased from Italy last year by Jan Nygaard and currently under total rebuild by Brian Pope's yard at Penpol, on the Fal Estuary in Cornwall, England. It

was found that her wood keel was totally rotten and her lead keel in such a bad condition that she is having to have a new one from Irons Bros. in Wadebridge, Cornwall. It is hoped to have her racing in 2005 in time to attend the World Cup at Sandhamn..

NOR 87 Zephyr. Awaiting formal registration.

NOR 88 Unita, (ex L46) 1939 Gosta Kyntzel

Sailing and in good condition, based in Larvik, but fitted with an engine

NOR 89 St. Francis VI, 1975 Gary Mull

Although she is a modern six, as she is the first one in Norway and is owned by Morten Lindvik himself, I have included her for general interest. Much work has been completed and he has had her sailing this summer, looking beautiful.

SWE 101 Holmgang (ex Marilyn, Sex Attack), 1981 Peter Norlin.

She has just arrived in Norwegian waters this autumn. It is likely that she may be allocated the number NOR 90.

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 covers their news very thoroughly in the ISMA News.

There are also three very lonely six-metres on Lac Thun, near Berne. The boats are SUI 11 Freya, which has recently been restored, Z 28 Bonite, a 1938 Tore Holm, owned by Hans Baumann, now sadly for sale and SUI 70, Belanea (ex, K 70 Marletta), owned by Andrea Roost who, now that her plans have been located in Scotland and obtained, is planning to put her stern back.

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.

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

After an intensive sailing season, the sixes have now been laid up for the winter. The last race, "Sista skottet", was won by S 25 Flush, with the veteran Six-Metre helmsman Jonas Lindberg at the helm, followed by S 31 Silveringen and S 101 Marilyn. Of the ten boats which took part, 5 modern and 5 classic, Classics came 1st, 2nd and 4th. The Swedish ranking (fifteen boats, mixed moderns and classics) was headed by SWE 125 Delphina, with SWE 101 Marilyn second, SWE 6 Fagel Bla (1937 Tore Holm) 3rd; SWE 114 Notorius 4th and SWE 120 Carina in 5th place.

For 2004, the Nordics will take place in Sandhamn, providing a very good opportunity to get ready for the big event, the 2005 World Championships, also in Sandhamn. It is hoped that, in 2004, more than 25 boats will attend the Swedish regattas.

Swedish Classic Fleet

Here is the latest news:

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 but needs re-rigging.

Swe 6, Fågel Blå, 1937, Tore Holm.
Owned by Mats Selin/Fredrich Dahlman.
She is in excellent racing condition and Mats and Fredrich made her the most raced Swedish Six-Metre over the last four years, but did not have a pleasant season. During the Worlds, she was involved in a collision with Royal Thames, which was on port tack. She was also involved in another collision during the Scandal Beauty race, when she was hit from astern by another Swedish boat. For the 2004 season, the mast and some hardware is to be replaced and the deck repaired and restored to original.

Swe 9, Aloha, 1923, Axel Nygren.
Owned by Hans Edgren, Göta
In good hands but did not race with the LUX fleet.

Swe 21, Merenneito, 1928, Zake Westin.
Tommy Byström.
Very good looking and in fairly good condition, but does not race.

Swe 22, Ingegerd (also Swe 35), 1928, Gustaf Estlander.
Owned by Magnus Nilsson & Anna Rosengren, LUX, Sweden.
Under rebuild.

Swe 25, Flush, 1933, Harry Becker.

Owned by Jonas Lindberg and in very good condition, but mostly used for cruising as the owner prefers to race in a modern. However, it is hoped that she may race with the classics in 2004/2005.

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

Owned by Ricard Siewertz.

Last year she was fitted with a new deck and her hull eased back into the original shape. As a result of this work she did little during this season. However new deck gear and updated sails will make her competitive for next year.

SWE 35, Ingegerd, A 1928, Gustav Estlander design.

Owned by Magnus Nilsson, this former Gold Cup winner was brought to Sweden in 2001 and, after 3 years restoration, it is hoped to see her out for the 2004 Nordics.

SWE 36, Regina, 1930, Gustav Estlander.

Owned by Klaus Kulper, it is hoped that she may shortly return to racing.

Swe 37, Råven, 1926, Gustaf Estlander.,

Owned by Fredrik Lindqvist, she is in good hands and in excellent condition. In 2003 she had a quiet year with no racing, but is getting tuned up for the future, with a new deck and rebuilt rig and new sails.

Swe 38, Topp, 1930, Yngve Holm.

Owned by Stefan Person, she is a good looking yacht with a small and neat cabin. She is 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 has recently been put back into racing trim, however she really 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. Recently bought by David Roberts, who intends to continue racing her in Sweden.

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 the LUX fleet.

N 83, Yam-Sing, a 1957 Bjarne Aas. His one from last six-metre design. Owned by Nyholm, Larsson & Co., she is still undergoing slow restoration.

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

Vancouver, BC

A couple of long hidden and assumed lost Fife boats emerged recently and it is hoped will join up with 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 very pretty 1933 Fife, she was 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. Boatbuilder Mark Wallace, who restored KC 12 Ca Va, has begun work and progress is being made. Copies of the original plans have been obtained, to assist.

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 Mark Wallace, 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 and it is hoped that she may be completed for summer 2004..

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. Beautiful, honey coloured Douglas Fir planking. Jim Metteer has replaced 40 pairs of frames, the stem, deadwood and rudder-post. The

deck beams have been cut and the topsides faired. She is unlikely to be re-launched until late 2004.

US 72 Lulu – 1937 S&S design. She has been acquired by Craig Downey, who has removed some 25 bags of expansion foam, which filled her bilges. No rot being found, attention now focuses on replacing her deck, some deck beams, the ring frames on either side of her mast, mast step and cockpit sole. 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'.

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 and has made contact with the PSSMA and is considering restoring 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 frame. 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 but more likely 2005.

US 64 Erne (ex Tao). Like Indian Scout, a Hermon Whiton design, built by Nevins in 1936. Originally sold to the owner of Harrison Radiators on Lake Ontario. Now owned by Gabriel Feldman and in very good condition, well maintained and structurally sound. She is lying in Florida and is currently for sale (see <http://www.6mrnorthamerica.com/>)

US 66 Indian Scout – 1936 Herman Whiton design. She is currently stored safely ashore. She won the 1936 Gold Cup at Hanko in heavy air and 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 is proceeding slowly, although, recently, he moved her in under cover.

KC 16 Noa, (ex. K 49 Noa). A very long and beautiful 1948 James McGruer design, near sister to Richard Bond's GBR 48 Caprice and James McGruer's most successful boat after Johan. 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. She has recently been moved and, encouraged by his children, the owner is planning to start restoration. Fraser Noble of McGruers has her plans.

USA 81 Goose. A 1938 S & S design; a modified version of Djinn, with deeper forefoot. In 1957, she was totally rebuilt with 5 layers of 1/8th inch hot moulded plywood, with a considerably modified stern. Later, in 1972, other major modifications, including a bustle, were performed in GRP covered foam core. She is, perhaps, the most famous Six from the golden age of Sixes. Competed in and won, most important races around the world. Peter Hofmann has removed the rotted remains of her modified counter and intends to put her back on the "True Path" as follows:- Remove all underwater modifications, replace deck to the original specifications, replace rudder, paint white, etc. It will be most interesting to see the final result. However, if her underwater shape is returned to its original designed shape and she is re-measured, she should qualify as a classic and beat everyone!

US 83 Llanoria – 1948 S & S design. She has been laid up, out of the water since a horrible collision in 1984. However, she only really requires a new deck and her turn will come after completion of Goose.

San Diego

US 35 Saleema A 1928 Sherman Hoyt design. C.F. Koehler now owns the boat and plans an active campaign in the Winter San Diego scene. Together with USA 43 Sprig and USA 88 Freudian Sloop (ex Big Apple), she will form the basis of a San Diego fleet.

US 54 Sceptre, (ex. Bobkat I). 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 purchased by San Diego resident and America's Cup naval architect Doug Peterson, she has been shipped to Federico Nardi at the Cantieri dell'Argentario in Porto San Stefano, on the coast of Tuscany, Italy.

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.

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 Mark Conger and is in the process of restoration.

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 design. 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 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 Vinni). 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.

KC 1 Merreneito, (ex. L 22 Merreneito). A 1927 Zake Westin design, which came over from Finland 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 and history

KC 10 Talizman (ex S 58 Gallant). A 1947 Arvid Laurin design. Owned by Nick Jako and still sailed occasionally in Toronto. She is still varnished and gets hauled out every winter. .

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.

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

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 planning to donate her to Mystic Seaport, but are also 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 has now been fully restored under the direction of David Pedrick and needs a new measurement certificate as a result of her update from Rule 2 to Rule 3. Matt Cockburn is currently in the process of arranging for an ISMA sanctioned measurer to be appointed for North America.

KC 17 Johan of Rhu. A 1948 James McGruer design. She represented England in the 1948 Olympics in Torbay. She was involved in a T-bone collision in the early 90's and sank. She was subsequently acquired in a lien auction and restored. She is based in the Bay of Islands region of Lake Huron and is mostly original.

KC 22 Titia. A 1952 David Boyd design, which represented England in the 152 Olympics. Recently restored by Alex Salisbury, she is now for sale to pay for college tuition. Although it is not clear at what level the restoration was made, she did go sailing this summer, for the first time in 20 years. Located at Wickford, Rhode Island. FOR SALE.

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.

N 71 Flapper (exD 60 Flapper). A 1939 Christian Jensen design. Little is known of her. She has been purchased recently, by Nick Booth, who is planning a full restoration under the guidance of David Pedrick, who has made contact with Chris Ennals (founding Chairman of the ECYU) to gain help to locate the Christian Jensen drawings. (Believed, possibly, to be in the municipal museum at Soon, Norway, where she was built).

"Necrology"

Matt Cockburn is sad to report the demise of N 30 Hanko II, a 1928 Bjarne Aas design. Built as the KNS lottery boat for Crown Prince Olav V, she was inside a barn near Port Townsend, which collapsed under a heavy snowfall last winter. It was a sad but swift end to an ignoble last 20 years. Her mast has gone to Totem.

Tim Street
ISMA Classics Committee
11th January 2004