

CLASSIC SIX-METRE NEWS LETTER - JANUARY 1995

This is a first attempt at an occasional Newsletter to let all those who are interested in Classic Six-Metres know what other owners are doing, either to enable you to make contact or so that you can see how you compare with others' progress.

At the moment this newsletter will only go out to BISMA members but could be widened to include other classic Six-Metres owners.

The information is based on letters, notes, telephone calls or third party reports. As I hope to produce further issues, do please let me have up to date information or corrections, together with photocopies of any suitable photographs.

Remember the season usually starts on the last weekend of May, with a BISMA Regatta run by the Royal Southern Yacht Club. The number of races depends on who turns out and what the weather is like but the first two weekends normally consist of from three to seven short races on each weekend.

There has been a lot of movement in the class over the last twelve months so this letter includes the most up to date reports. I also enclose a copy of the 1995 Class list which will be published in The Solent Yearbook 1995/1996 which comes out in March each year.

KC8 Carin II - Chris Wittstock

Built 1937 by Vilenius Battvart in Finland and brought over from Canada in 1993 by the Wittstock family who have owned her since 1951. Beautifully restored by the Elephant Boatyard - with lovely pine-laid decks. She has a metal mast and is in full racing trim. Took part in both the British Open Championships in 1994 and the European Championships at Benodet in Brittany, where she suffered from structural damage. Now fully repaired with a new spinnaker and ready for the 1995 season when she expects to take part in the full season, although Chris is getting married.

K17 Sioma II - Jonathon Fairchild

A 1927 Anker and Jensen currently undergoing a slow but steady rebuild at Clare Lallow's yard at Cowes, both by the yard and by Jonathon Fairchild himself. He is very optimistic that he will make considerable progress this winter. He is looking for a mast and boom and suitable winches so that if anyone is aware of a spare mast, either wooden or metal, please let him or me know.

The surprising success of Normand III, a French Six-Metre, built in 1927 (and owned by a syndicate of 16), in the European Championships shows that it is well worth while persevering!

K32 Abu - James Weir

James Weir has just bought Abu, a 1931 Anker and Jensen (which won the One-Ton Cup in 1931), from Mark Tonkin and sailed her single-handed to Tollesbury in Essex during October. He is reviewing his ideas. She is currently converted for cruising but with her original mast and boom and no engine. She could take part in races and we await his plans for 1995 with interest.

SUI 46 Fiona - Ted Baillie

Fiona is a very pretty 1935 Fife (believed to be the last "Fife" Six-Metre) now based in Switzerland. The first stage of her restoration is complete and she is racing on the Lake of Geneva. She has new sails and a new "Collar" wooden mast. A photocopy of photographs of her is attached.

K 52 Mena - Bill Trafford

A 1946 Camper and Nicholson boat altered to have a reverse transom. Mena is one of the few Six-Metres to have remained in class, as far as alterations are concerned, throughout her life, having been rescued by Roger Hill, later co-owner of Razzle-Dazzle, and still later by David Brewer of Mumbles. Bill Trafford has completed a very major overhaul and fitted a new metal mast (he may have the old one spare) and she is sailing in Jersey. It is hoped she may come over to the UK for the 1995 open championships at Cowes.

K 61 Asti V - Ross Perkins

A very interesting boat designed by Morgan Giles in 1930 and built in Bilbao for the Duc d'Arion, she came to England in 1935 and raced at Burnham under the name of Saxon. (it is of interest that she and Abu raced together for two seasons on level terms). Restored by Peter Brookes' father and fitted with a gaff rig, she has had considerable success on the East Coast in "old gaffer" races. Now owned by Ross Perkins she is back in Peter Brookes' yard at Maldon. She is undergoing a major rebuild and Ross hopes to have her completed for the 1995 season, when he is planning to attend the championships at Cowes. He will be looking for a mast, sails, winches and any suitable second hand gear.

K 71 Kyria - Richard Jones

A 1947 Camper and Nicholson, Kyria has been owned by the Jones family for very many years and is currently undergoing a total refit on the beach opposite Caernarfon Castle, where Richard Jones is partially restoring her hull by stripping and replacing each external laminate. The refit is well ahead and the workmanship is excellent. She has a metal mast, boom, etc and is expected to be sailing soon.

K 72 - Thistle - Tom Richardson

In 1992/93 Thistle underwent a complete refit at the Elephant Boatyard and looks better than new. By far the best recent track record of all classic sixes, she actually finished in 8th position out of 28 at the 1988 European Championships at Falmouth and, until this year, has always won the British Classic Championships. At her best above force 4 when she competes with the latest modern boats. Now usually sailed by Mike Richardson who founded the Elephant Boatyard she was beaten in light weather by both St Amour and Silene in 1994.

GBR 91 St Amour II - Mark Kinkead

St Amour is a Swiss boat built in 1945 in Geneva and designed by Henri Copponex. She was brought to England by Richard Arden in 1987. She has been beautifully restored and maintained, first of all by Richard and, for the last five years, by Mark Kinkead. Fully modernised, with teak decks, modern winches and the latest high tech sails, she came second only to Astree, a 1955 French boat, in the Classic European Championships. She is based at the Elephant Boatyard and is currently undergoing further alterations and improvements for the 1995 season.

K 97 (US 114) Scallywag - Chris Wilcox and Andrew Thompson

Not strictly a "classic" but, since she is built of wood, she has been included for interest. A 1978 Gary Mull design previously called Perseverance and painted red. She was brought to England by Michael Clough and last took part in racing at Poole in 1990 where she had very close competition with Razzle-Dazzle.

Somewhat neglected recently, she is now being very fully restored by Chris Wilcox in Devon and, after sailing practice in Plymouth Sound, is expected to attend the British Championships at Cowes in July 1995.

GBR 98 Silene II - Tim Street

Silene II is also a Swiss boat, designed by Knud Riemers and built in 1943 by the same yard in Geneva as St Amour. She is similar to St Amour but broader in the quarters. Not quite as modernised as St Amour but very competitive and at her best in light weather, particularly downwind. She came third to Astree and St Amour in the European Championships at Benodet. She had a very major refit by the Elephant Boatyard in 1992/93 with some 14 planks replaced and 29 ribs scarphed. She is now for sale.

There are a number of other Six-Metres, not registered with the class, which are also of some interest to owners. Some owners have been registered with the class at various times.

K 1 Maida - A 1932 experimental Six. Owned by David Spy and based at Kilcreggan on the Gareloch. It is understood that she is about to be rebuilt.

K 5 Sunshine

A 1927 Fife also owned by David Spy. A rebuild was begun some years ago but not completed, and it is not known how much of her hull is left.

K 15 Duet

Designed by Sir Thomas Glen-Coats in 1926, the hull has been totally rebuilt by the Boat Building College at Lowestoft and is understood to be for sale at around £15,000.

K 25 Sheila - Bryan Robinson

Formerly known as Suilven, she was designed by W S Burgess in 1921 and took part in the first British-American Trophy (as US 4). She is only 29ft overall with a curved mast and very small jib. She has been very fully restored by Bryan Robinson but is now fitted with an engine and is believed to be based in Whitstable.

K 28 Nancy

Perhaps the most famous pre-war Six-Metre, she is a Sparkman and Stephens 1932 boat, with a keel modernised in 1939. She is in very good condition although altered for cruising and is based in St Osyth, Essex.

K 47 Catherine - Gerard Coursier

An 1935 Camper and Nicholson which has never gone out of class and has undergone a considerable amount of restoration work both by the owners and by the Elephant Boatyard. Now purchased by Gerard Coursier, a Frenchman, who lived aboard her during the summer of 1994 while improving her. He intends to take her to Cannes, but meanwhile, she remains based at the Elephant Boatyard with her garboards being replaced. It is likely that she will remain in the UK for the 1995 season.

K 48 Caprice - Tom Hawthorne

A very pretty 1946 McGruer, Tom Hawthorne has owned her for many years. Currently he is restoring her as a cruiser in Belfast.

There may be other boats that readers are aware of. If so, do please let me know, although I am sometimes slow in acknowledging your letters! Do let me know of any news suitable for printing.

Good sailing (and restoring) in 1995.

Tim Street
Chairman
British International Six-Metre Class