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Classic Six-Metre Newsletter No. 5

November 2000

This newsletter is a follow up to my newsletter of October 1999, but is intended for a wider readership, as it will be circulated to those owners of classics whom I know, with the intention that you circulate it as widely as possible within your own countries.

At the AGM held at St.Tropez, during the European Championships in June, I was elected as Chairman of the ISMA Classic Committee again, succeeding Hans J.Oen, who remains, however, the USA rep on the committee. We have done quite a lot of work on finding six-metres around the world since the last newsletter and can make any of the lists available if you are interested. They are going to be incorporated into a European 6 Register, which is being produced by Andrew McMeekin who is the new secretary of the European Classic Yacht Union.

The other members of the ISMA Classic Committee are Pasi Kaarto (L 35 Elinore) of Finland, Peter Konig (GER 7 Contessa) of Germany and Jorgen Jensen of Denmark, until recently owner of Aida.

European Classic Championships-St.Tropez

Results.

- | | | |
|------------|-------------|-------------------------|
| 1. FIN 50 | Ali Baba II | Henrik Tenstom |
| 2. FIN 44 | Toy | Eero Lehtinen |
| 3. F 99 | Vert Galant | Jacques Chauveau |
| 4. D 43 | Dan | Marina Perrot-Carpeneda |
| 5. FRA 111 | Dix Aout | Pierre-Paul Heckly |
| 6. Z 40 | Korrigan | Yves Janet |
| 7. GBR 48 | Caprice | Richard Bond |
| 8. GER 7 | Contessa | Peter Konig |
| 9. FRA 85 | Eole II | Paul Vernet |

Germany

Since the last newsletter, when I indicated that there were believed to be 31 German boats on the Bodensee (Lake Constance), 3 in Berlin and up to 5 at

Kiel, I have been able to produce a list of German six-metres, put together from a number of sources and Peter Konig is looking for a Secretary for the German six-metre class, to form an association.

We have some interesting results reported by Peter Konig, from the Freundeskreis Klassische Yachten Pokalregatten: 6-M-R-Cup 2000, at Laboe/Keil.

Race 1.

1.	D 59	Aida	Storsborg	
2.	GER 7	Contessa	Peter Konig	
3.	D 58	Lady Day	Baron Niels Iuel-Brockdorff	
4.	GER 15	Steam	Thelen	
5.	G 40	Om	Stute	dns
6.	G 17	Sleipner II	SSK Luth	dns
7.	G 38	Sleipner IV	Robien	dns

Race 2.

1.	D 59	Aida
2.	D 58	Lady Day
3.	GER 7	Contessa
4.	GER 15	Steam
5.	G 38	Sleipner IV
6.	G 40	Om
7.	G 17	Sleipner II

Race 3.

1.	GER 7	Contessa	
2.	D 59	Aida	
3.	D 58	Lady Day	
4.	GER 15	Steam	
5.	G 38	Sleipner IV	
6.	SWE 68	Lillevi	Berking
7.	G 40	Om	
8.	G 17	Sleipner II	

Spain

Through the good auspices of Tom Richardson we have also made contact with a Mike da Costa, who is keen to re-start the six-metres in Spain and to organise regattas in Barcelona and Mallorca. A Sr. Angel Joaniquet has been suggested as a possible class Secretary. The Commodore of the Real Club Nautico de Barcelona has been tasked to invite him, as apparently he only lives about 15 miles away. However things are moving very slowly. We made contact in February, there was a meeting with the ISMA Board at St.Tropez in June and it was arranged for the six-metres to stay in the south of France for a regatta in Barcelona this November but, so far, nothing has been done.

I append a list of boats, which are known to be under restoration around the world together with any information of interest, which I have received. Sadly I have had no news from some countries.

Australia

In May I was called by a Chris Tuck from Australia, who had a client who wanted to build a replica of K 12 Nada, a 1930 Fife. I explained that Nada herself was for sale in Antigua and needed total rebuilding due to hurricane damage. When we last spoke he had negotiated her purchase and was arranging to fly her remains to Australia. I presume that she has got there

and they have begun work. His client also wanted to recover one of the 'Toowoogooloos' from the States and I was able to let him have a list of their whereabouts, but not the owner's addresses. It is quite possible therefore that he has also rounded up one of them. At the moment, however, KA 1 Yeoman, a 1938 Camper and Nicholson, is the only Australian six-metre known to be in commission and in sailing condition.

Belgium

There are two boats known to be under restoration in Belgium but we have no up to date news of them:

Edelweiss II. Designed by Linton Hope and built by Frank Maynard's yard at Chiswick, London in 1914. She was "Marconi" 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 and Ivan Heymans, Bergstraat 61, 2950 Kapellen, Belgium. A very major rebuild ; about this time last year they had just finished replacing all the ribs.

BEL 10 Senoia (ex K 50 Blue Cat, F 50) 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 and I think that she is due out next year.

Brazil

There are certainly two boats undergoing restoration there:

3 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.

L 33 Guida (ex 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.

I do not have any up to date information on how they are getting on. I did fax them it but I have never had a reply, possibly because Torben Grael has been involved in the Sydney Olympics.

Denmark

There has been some exciting progress in Denmark and both D 58 Lady Day and D 59 Aida have been completed and took part in a regatta near Kiel, as reported above.

D 58 Lady Day (ex N 65 Norna VI.) Built in 1937, originally for the King of Norway and restored by the Baron Neils Iuel-Brockdorff at the Danmarks Museum for Lystsejleds, Valdemars Slot, Slotsalleen 100, Troense, DK 5700 Denmark. She has been completed and raced this summer in the Freundeskreis Klassische Yachten 6-m-R-Cup-2000 at Kiel/ Laboe.

Baron Neils luel-Brockdorff also has two other sixes at the Danmarks Museum for Lystsejlad, which he owns. It is assumed that having finished Lady Day these will now be started upon.

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.

France

As far as I know there is only one current project going on in France and there have been two boats recently completed.

Under Restoration is Caramba, a pre 1914 war boat, by Joel Perrodo, in Bordeaux. I have no recent news.

FRA 99 Vert Galant, a 1934 Anker and Jensen, most beautifully restored to the highest standards by Jacques Chauveau who raced her at St. Tropez. I understand that he now has her for sale.

And

FRA 67(?) Silene II (ex. Z 30 Glana, Silene II, St. Yves and K 98/GBR 67).

Sold to Michel Bellion, Benodet, France recently. He has put back the counter, which was shortened in 1951. She is a light weather boat from Lake Geneva with best positions of 3rd in the 1994 and 6th in 1998 European Classic Championships. She is based at Loctudy near Benodet in south Brittany, together with Clyde (Fifes last design), but it is believed that he does not propose to race her initially.

Also for your interest:

FRA 79 Eole, designed by P. Arbaut and built by G.Conti at Nice in 1936 was being restored at St.Malo but I have had no news, and:

FRA 77 Elfe, designed by F.Camatte and built by Ets. G.Bonnin, is lying at Noirmoutier, where she requires a lot of work but is not, as far as I know, for sale.

England

In view of the quite large numbers of boats recently restored in England, the racing this year was disappointing, with very small turnouts for any one regatta. Caprice (Richard Bond) , raced at St.Tropez and at the Fowey regatta in August; Finvola,(Jurjen Lunshof) raced at the R.Sn.Y.C. regatta and at the British Open Championships, in both of which she won the Classics with Mena, (Anthony Gibb and Ian Henderson) second. At Fowey she came third in the six-metre Regatta results to Kirlo and Caprice, but won overall under an experimental handicap system. Fiona,(Guy-Daniel Baillie) and Sunshine, (Rodger Sandiford) both raced on Lac Lemman and Sheila,(Lorna Rice) raced for the first time as a six since 1922, in the Plymouth Classic Regatta, winning overall very comfortably. Sadly, due to bad weather she was unable to sail to Fowey to compete.

A number of major restorations have recently been completed or are in hand.

K 5 Sunshine. A 1927 Fife, restored and re-rigged to the original plans, she looks like something from another age. She is owned by Rodger Sandiford, who also owns the large Fife, Solway Maid. He keeps her on Lake Geneva and races with the Swiss fleet. It is hoped somehow to link up Finvola, Sunshine and Zenith, a 1924 Fife, all of which have been restored to their original rig, to form a sub-classic class.

CAN 8 Carin II (ex. L 38 Alic). Designed by Gosta Kyntzell and built at the Wilenius Batvarv, Borga ,Finland in 1941, she has been in the Wittstock family since about 1951 and is currently owned by Chris and Cindy Wittstock who live in Norwalk, Connecticut and fly over to race her in Europe. She is currently undergoing major repairs to her keel, which broke under the mast step, at Lallow's at Cowes and Chris and Cindy plan to race her in next years' World Championship- 2nd-7th October, at Portofino.

K 17 Sioma II , a 1927 Anker & Jensen. Fully restored and completely modernised so that she won the 1998 European Classic Championships at Cowes with six wins: now for sale for £60,000. Lying at Lallows.

GBR 19 Finvola. A 1925 Fife, also most beautifully restored to the original rig with a perfect hull. Quite immaculate, she is owned by Jurjen Lunshof who lives in Sussex, who raced her for the first time this year in all the UK races.

GBR 25 Shiela (ex. USA 4,also Suilven). Built 1921 in the States and designed by Starling Burgess, she came to England as part of the 1922 American team for the first British-American Trophy. Cruised for many years under the name of Suilven, she was reconverted back to a six-metre by Brian Robinson in 1988, albeit with an engine. Bought this year by Lorna Rice, who completed a major refit this summer on the River Lynher, near Saltash in Cornwall, she raced in the Plymouth Classic regatta in July, winning the overall trophy. Subsequently entered for the six-metre regatta in Fowey this August but, due to bad weather, she was unable to get round from Saltash, where she is moored. This is believed to be her first regatta as a straight six-metre since 1923!

K 28 Nancy. This is the famous Sparkman and Stephens 1932 boat, which stayed in England after helping to win the British-American Trophy very thoroughly that year. She was given a redesigned keel by Sparkman and Stephens in 1939 and, subsequently, was converted to a cruiser around 1952. She has been beautifully maintained ever since. She was very carefully restored about four years ago, although still with her cabin and doghouse and is currently for sale through Baum and Konig of Hamburg for £27000. She is lying in the little yachting museum at Newport, Isle-of-Wight. Her owners are working in Hong Kong and now race a Dragon there .

GBR 48 Caprice. Designed by James McGruer and built at McGruers on the Gareloch in Scotland in 1946. She was rescued from Northern Ireland in 1998 by Richard Bond and restored by Tino Rawnsley, in Richard Bond's own

shed, to the highest standard. For his and her first ever international regatta, Richard Bond took her to the Europeans at St. Tropez this year and came seventh in the Classics, afterwards racing her at Fowey

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. She was very well restored by Lallows and took part in her first races this year since 1987, unfortunately breaking her mast in her fifth race.

GBR 66 St. Kitts III (ex. KC 25 Circe II). A 1937 Luders design, which sailed out of Port Huron until bought last year by Philip Walwyn, who previously owned St. Kitts I and II. Restored on St. Kitts, she raced in Antigua Classics Week in April and was sent to England in June this year- for sale at \$15000.

GBR 91 St. Amour II (ex. Z 36). Owned for some years by Mark Kinkead and raced very successfully finishing 2nd in the 1994 European Classics and 3rd in the 1995 Worlds at Sandhamn. She was bought by Robert Iliffe last November and has had a major restoration over the last 10 months. Now relaunched in the Hamble, at Hamble Point marina, she awaits her mast being stepped.

GBR 1 Maida. David Spy of Helensburgh has at last begun restoring her. She is a 1932 J.G.Stephen design for the Donaldson family. An odd snubbed bow and a very long counter. David plans to have her ready for the British Championships at Cowes in June next year.

GBR 75 Joanna (ex. G 24, Michel, Avalun VIII). Stop press news is that she has just been bought for restoration, by Richard Bond. She was built in Berlin at Drewitz, in 1935 for the German Olympic Trials. According to Lloyds she was designed by Bucholtz and built by Drewitz. It is now considered possible that she was actually built by Willi Lehmann, at his yard at Drewitz on the Muggelspree. I would welcome any news of Willi Lehmann who was building six-metres in the East Zone, certainly up until about 1972, and especially about his yard and any designs (see also Goodwood).

There are also, I believe, up to nine sixes extant in Ireland.

Holland

In Holland there are two 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 (until turned out by the Maldon District Council).

NED 20 Goodwood (ex. G 41 Ayesha II). Designed by Willi Lehmann and built in his yard on the Muggelspree lake near Berlin, in what was the Eastern Zone, in 1971. Varnished, she is owned by Marc Heijke together with his brother Norbert. Marc's address is [REDACTED], Germany and his fax no. is ++49-[REDACTED].

There is also one boat ~~under~~ restoration:
NED 21 Caramba (ex. S 39, GKSS 1925, Lola, Caramba, Seniorita and Tidigate). Designed by Tore Holm and built by Onnereds Batvarv in Sweden in 1925, she 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

There are two other boats which I know of: H 8 Edith, a 1925 Bjarne Aas, awaiting someone to purchase and restore her and H 10 Sally, a 1926 G. De Vries Lentsch which has been converted for cruising. There is also an unknown Abeking and Rassmussen boat somewhere requiring restoration and S 82 Norna IV, owned by Karel Beer.

I am trying to find someone to become a Fleet Secretary to encourage the start up of a Netherlands/Belgium fleet and Karel Beer has been suggested.

Italy

The best contact is Marina Perrot-Carpeneda the owner of D 43 Dan. There are a number of boats registered in Italy but there appears to be no class racing. ITA 70 Valentina, owned by Luige Pavese, a beautiful varnished 1978 Gary Mull design, took part in the European Championships at St.Tropez. She is a modern but, as yet, does not have wings.

Norway

There are now six classic sixes registered in Norway. In addition there is N 8 Askeladden (ex. S 79, Tittern) a 1922 Bjarne Aas which has just been restored and raced in Europe Week 2000, at Oslo this summer and then at Risor Wooden Boat Festival.

Switzerland

There is a lot of regular racing at regattas all round Lac Lemane at the different ports almost every weekend. The Swiss fleet is mainly classic and the races are super fun. If you like light weather it would be well worth while planning a holiday there with your six. The latest news 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 is Scottish but lives in Lausanne, Switzerland. His father, who owned her for many years, restored her to original and gave her to Guy-Daniel for his birthday this year. Guy-Daniel is now going to spend the next 18 months modernising her for serious racing.

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.

Z 16 Azais. Designed by F. Camatte and built by Attilio Chiesa et Fils at Cannes, France in 1933, she may be for sale and is believed to be the only Swiss boat now requiring major work.

USA

After a long period when the six-metres in the USA seem to have been somewhat reduced the fleets seem to be on the up again. This was due originally to Peter Durand in Detroit and Kimo Mackey in the Puget Sound on the West Coast, and now very much helped by Scott Rohrer and Matt Cockburn in Seattle and Hans J. Oen in Long Island Sound, where there are now at least four six-metres based. Scott Rohrer has been restoring the 1938 Camper & Nicholson Erica and Matt Cockburn has restored Buzzy III, both of which were racing this year.

The crowning event of the 2000 season was to be the combined Sir Thomas Lipton Cup and North American Championships held on September 16th – 21st at Port Madison and Shilshole Bay on Puget Sound. I have not had any report as yet, but the following boats were entered: US 73 Saga, US 81 Goose, US 87 May Be VII, US 96 Hanko II, KC 25 Buzzy III, KA 8 Pacemaker, US 109 Discovery, US 119 Sockeye, KA 11 Arunga, US 122 Capriccio and US 123 Haute Flush and possibly K 57 Erica. Many of these are not classics but I have included their details for general interest.

I have been informed of the following boats in the USA, which are looking for homes and are going cheap. If you know of anyone interested in restoring a boat in the States do please put them in touch with the above:

USA 3 Grebe was, in 1996, going free to a good home. She was believed to be restorable and was lying in Detroit. Unfortunately she may have already been destroyed as I was told of a boat, lying in a car park in Detroit, by an English businessman, who saw it and wanted to buy it. When he went back to try and buy her he was told that she had been taken away and destroyed. The contact telephone in 1996 was 00- [REDACTED].

A former Swedish six-metre (possibly S 52 Sinkadus) requiring some work, was lying in Surry, ME, for sale for \$1500; contact tel. no. 00-1- [REDACTED].

Challenge, a 1934 Luders, was lying in Buffalo, NY State and was for sale for \$3000: contact tel. no. 00-1- [REDACTED].

There was also a 1939 Finnish built boat somewhere, which I have been unable to identify, which was supposed to be going free to a good home. Contact tel. no. 00-1- [REDACTED].

My information on all these is now fairly out of date since I have been unable to find any one interested.

As you can all see, I can now operate my PC satisfactorily if rather slowly, but am not yet able to operate the web. This will come next year. I would in the meantime be pleased to receive any information about classic sixes either by post or by fax, as I wish to produce another ISMA Classic Newsletter for next spring. In particular I would welcome any news from the USA, to help draw all the World's six metres together again.

British Open Six-Metre Championships 2001

Next years' British Open Championships are to be held at the Royal Yacht Squadron, at Cowes, 29th to 30th of June. It is early as the 150th Anniversary of the Americas Cup is being held at Cowes from 18th to 29th of August. Since seven current Americas Cup boats, all three J-Class, 36 Twelve Metres and around 100 large classic yachts have said they are coming, there will be no room or moorings at Cowes later. It is hoped that a contingent of Classic sixes will attend the British Championships from abroad. Do please contact me for any help.

For those who have not yet seen it, a beautiful book about all the Finnish Six-Metres, with full histories and photographs of each one has been published and is a mine of information. It also includes a complete list of all the Scandinavian registered six-metres. It is SEXORNAS JAKT by Inguard Liewendahl, Harald "Affe" Alftan och Pekka Barck : Finglands 6mr-fonbund r.f.-ISBN 952-90-5890-X. It costs £40 in England.

Tim Street

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