

International Six-Metre Association Classics Committee

Tel/Fax No. ++-44-(0)1 [REDACTED]
e-mail address: [REDACTED]

Classic Six-Metre Newsletter No. 11

19th December 2005

A Message from the Chairman of the ISMA Classics Committee

This annual Classic Newsletter has become the channel of information that all classic Six-Metre enthusiasts look forward very much to receive as it spreads the news about yachts that have been recently found, saved, rebuilt and restored.

In the beginning the Newsletter did not cover as many countries as now and now there seem to be sixes being uncovered in new countries of the world every time it is published. I think we can be very much thankful for Tim's dedication to this work and I know that the Classic Newsletter has inspired many owners of yachts to keep the culture of classic yachts alive and well.

As the new ISMA Chairman of the Classic Committee I feel that there is now a need for certain decisions on Classic Rules, to ensure that the yachts will continue to inspire both current owners and new ones in the future. We need to understand that the current trend of modernizing Classics into Hot-Rods must come to an end. If we look at the Eights, it seems that the wooden mast and traditional horizontal/vertical cut Dacron sails are winning in every race. Dacron costs are only half of more exotic materials, although their life span perhaps lasts just two years compared to four. The calculation over four years ends up with sails costing about the same, however you can have newer sails more often instead and the looks are so much more beautiful.

These yachts are made to compete, make no mistake about my intentions. It is not a class for handicap racing, where you need a computer to know who won. In the Six Metre Circuit, the first yacht to cross the line should be the winner. As an owner of both a "Hot-Rod" (the FIN-51 Maybe VI) and a truly classic (the US 80 Djinn) I can assure you that although both are wonderful fun to sail, the Djinn gives me more pleasure and ownership satisfaction. I urge you all therefore to think early in your restoration about which way you are going to go with your yacht. The real classic restoration is the new trend, and I think the hot-rod era is losing the battle.

Best Classic Regards,
Henrik Andersin
ISMA Classic Committee Chairman
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Editorial

It is now something like twelve years since I first produced this Classic Newsletter, initially purely for the interest of the British Classics, to let owners know what others were doing and to assist people in finding and restoring other British Sixes. It may be noticed that these notes are only numbered No. 11. The reason is that these early newsletters were not numbered, as it was not intended to produce them more than once or twice. However, here we are at Newsletter No. 11 and they have had a profound affect on the Classic Six-Metre scene. This year the number of enquiries have, it is true, fallen, but that is perhaps partially because most of the good Sixes have been found and taken for restoration, or have already been restored. As will be seen from these notes, there are still boats out here to be discovered: indeed this year they have turned up in barns, sheds and even in the jungle in Antigua. (Antigua has a jungle??)

Items of general historical interest have as usual been included, but the notes themselves have been pared down, as many boats have appeared a number of times and, where they are in commission, less information is forthcoming as people already know much of the information, most of which may be found in previous Newsletters.

What is perhaps the most interesting news is the possible formation of new classic fleets around the world, as owners and potential owners find boats and get together. Examples include The Netherlands, where there are now nine classic Six-Metres and the owners are getting into contact with each other, to exchange information and, hopefully, form a new fleet. In Australia, three Classics are now under new, or fairly new, ownership and they are in the process of being restored and the owners have been put in touch with each other, again with the aim of their getting together to form a small, but perfectly formed fleet. There is also a short note on Poland, where, for the first time since 1936, someone is not only researching and searching for the three known Polish Sixes, but has now bought one for a mammoth restoration. In the USA, I am delighted to say that a new fleet, The New England Fleet, is being formed on the East Coast formerly, from the 1920s to the 1950s the major base for Six-Metres in the States.

I would like to thank a number of our contributors who, this year, have helped me very much in putting together this Newsletter. These are Henrik Andersin, Basil Carmody, Fredrich Dahlman, Scott Rohrer and Jan Mateboer.

Definitive List of All Six-Metres

All Six-metre owners should be interested to hear that, in the absence of any pre-existing full list of Six-Metres, Basil Carmody (FRA 75 Joanna) has been spending the last sixteen months collating all the information contained in the lists of every country's Six-Metres, prepared in the first instances by Pekka Barck, Philippe Burban, Andrew McMeekin, Tim and Charles Street and Gerard Bechaud. He has been working on this task for a regular 8 or 9 hours every day and sometimes up to twelve hours a day for sixteen months! The original amalgamated list, initially

combined by Andrew McMeekin to take into account all the research carried out by the above, included some 1960 boats, many of course doubled up due to changes of name, country, sail numbers and other duplications. At the last notice, Basil had reached around 1490 confirmed different Six-Metres. He hopes to finish his mammoth task early in the new-year and, when he does, everyone involved in Six-Metres in any way, however minor, will owe him an enormous debt. Meanwhile, Tim Street has prepared the first, fairly definitive list of around 100 Modern Six-Metres (1965 to 2005), which has been added as an Appendix to his ISMA Modern's Newsletter No. 1, which should very shortly be available on various Six-Metre websites. (See Note by Frederick Dahlman below).

Class Trophies

Many of our major Class Trophies have been neglected and as a result, become lost or unused over the years. Recently Hans Oen, together with Matt Cockburn, have been engaged in tracking down and locating some of our great Trophies. As is well known, the One Ton Cup, which was presented in 1899 by the Yacht Club de France, as a result of the near collapse of the Six-Metre class, was re-allocated to an RORC handicap based class. It is held at the Yacht Club de France in Paris and action has been taken and negotiations have begun by Stefan O'Reilly Hyland, President of the French Six-Metre Class to see if it could be returned to the Six-Metre Class. Other trophies under investigation are the Coppa Giovanelli and the Oresundspokalen Cup. Members of ISMA may well know of others. Sadly, due to unacceptable behaviour, the Seawanhaka Cup was transferred to the Dragon Class some time ago and is now believed to be held by the Royal Hobart Yacht Club in Tasmania. To recover it, it will be necessary for someone to mount a campaign and take a serious Dragon and crew out to Tasmania to recover it. Any offers?

Meanwhile, Edmond Capart has proposed a new competition for the best Six from each country who wishes to compete, based on the concept of the old One Ton Cup, with one boat representing each club or country. However, the format would be somewhat different as, with the old One Ton Cup, boats were eliminated after three races if they had not won a race, thus competitors might attend but only take part in three races. The aim of a new trophy would be for countries to eventually commission new radical Sixes to the latest designs and with the most advanced ideas incorporated to take part.

New ISMA Classics Committee

The election at the AGM at Sandhamn of Henrik Andersin, (owner of both May Be VI and Djinn), to be Chairman of the ISMA Classics Committee as well as Vice-President of ISMA has quickly resulted in an upsurge in interest and action by the new members of the Classics Committee, who include Matt Cockburn (USA), Pasi Kaarto (FIN), Doug Peterson (USA), Niklaus Waser (GER) and Tim Street (GBR).

Study is now in hand on a variety of subjects including in particular:-

A maximum Wind Rule for Classics.

A new draft of the Classic Six-Metre Rules.

These to follow on from those previously circulated and subsequently commented upon by Ian Howlett, (Chairman of the ISMA Technical Committee) in ISMA Bulletin 1/2004, page 60.

The Future of the Classics.

Recovery and Allocation of Historic Trophies and Deeds of Gift.

Our future policy on replicas/Phoenix.

This is consequent upon the success of the first "Phoenix" DEN 64 Sunray at this year's World Championships at Sandhamn. A further two replicas are in hand.

The future of the Classic Newsletter.

I have been producing it for at least twelve years and perhaps someone else should now bring a new eye and mind to it, especially since I have just also produced that first ISMA Modern's Newsletter. Any keen volunteers??

The "First Series" Moderns

No class should become frozen in time as that inevitably leads to decay and downsizing. It is therefore considered that the time is nigh when consideration should be given as to what ought to be done about the early "Moderns"; in particular about those boats built between 1965 and 1976. Due to a basically unsatisfactory design concept, although they were designed after the S & S Twelve-Metre "Intrepid", according to various Six-Metre designers they were based more on the "Valiant" Twelve-Metre concept and were both too long on the water-line and too heavy, with a comparatively small sail area, particularly in comparison with the lighter and smaller post-1977 boats. Indeed, a review of available regatta results between 1973 and 1979, shows that the boats built in this period, do not compare favourably with those "Old Boats" that they were up against and, as late (or early) as 1979, these pre-1977 boats were not performing any better than the pre-1965 boats. Some of them, Gosling, Astree, Goodwood and Toogooloo IV in particular, actually appeared to be slower than some of the earlier boats, even when they were new.

The position seems to change by 1977/79 when the moderns became much faster, even before winged keels. Even so, in 1988 at Falmouth, K 72 Thistle, a 1948 David Boyd, came 8th out of 28 in the Europeans in heavy weather, beating 17 Moderns.

When the Djinn Trophy was introduced for the "Old Boats" in the USA in 1979, the cut off date was 1960. When England introduced "Classics" to encourage their old boats in 1987/88, the cut-off date was set at 1965. Since the break is self-imposed, would it perhaps be an idea to consider changing the break date to perhaps 31st December 1976? Certainly it is suggested that such a proposal might be studied and perhaps trialled for at least a year, particularly in Sweden or perhaps Finland with their L 55 Toogooloo V from 1970.

The fifteen other old "Moderns" affected would be:-KA 6 Toogooloo IV 1967; FRA 69 Astree, 1969; GER 49 Courage VI 1969; GER 86 Gosling 1971; NED 20 Goodwood 1971; USA 100 St. Francis V 1973; KA 8 Pacemaker 1973; GBR 82 Razzle-Dazzle 1975; SWE 76 Suncraft 1975; SUI 71 Winchala 1975; SUI 60 La Difference 1975; USA 106 St. Francis VI 1975; SWE 81 Suncraft II 1976; SWE 83 Fastasch 1976; and SWE 84 Fraganita 1976.

At the very least, it might encourage the owners to bring their old boats out to race and certainly Torsten Dornberger would be very pleased and prepared to compete in an international trial in his Toogooloo IV of 1968.

Another owner has already presented a special Trophy for these boats and I believe that Henrik Andersin would be very interested in any views, either for or against. I would certainly like to hear views.

CLASSICS Legends Racing,

The Neonode 6mR World Cup 2005 report by Fredrich Dahlman

The excitement of arranging the WC 2005 to honour the Royal Swedish Yacht Clubs (KSSS) 175 years anniversary obviously influenced the Swedish fleet throughout the season.

The 'country ambassador' concept to recruit boats to the WC 2005 was a major strategic step forward, combined with the vision to execute the biggest 6mR event ever, to ensure the record amount of participants. Not just organize a similar event like last time. However it is now vital to analyse why we did not manage to get more classics from Sweden to participate in our own WC. We were missing 4 – 6 boats that should have participated. The same thing happened in France during their WC 2003. Special dedicated action to ensure the host country will participate with all their boats should be an important target for every organizer in the future.

Having 29 classics on the starting grid was a fantastic experience both that the organizers managed to get that amount of classics out onto the battlefield as well as having the opportunity to race with such a competitive fleet.

Experience & Conclusions from the 6mR World Cup 2005 from a class perspective.

The general conclusion coming out of the Neonode 6mR World Cup 2005 is that it was a huge success and most sailors felt good about Sandhamn and the arrangements despite the very tough conditions. The long, hard days clearly put many to bed early in the evenings which perhaps does not need to be a bad thing at all.

However, the feeling is that currently there is no real handover between World Championship organisers and the experience from the previous organizer is not handed on to the next and continuity does not exist. There is no clear “ 3-5 year business-plan “ to promote the class and, up to now, the class has not been organized, so that the WC / EC and other regattas are not clearly part of a total way to bring the class forward and promote it. At present each event is being dealt with as a stand alone action.

Fredrich Dahlman believes that we are now at a crossroads, where the development of 6mR has come to a standstill, which is demonstrated by the fact that the classics fleet is now bigger than the Moderns.

What he believes is that every WC organizer seems to start with a fresh, clean sheet of white paper, with the result that the main existence of the class is only due to this Newsletter and the ISMA Bulletin produced by Beat Furrer.

At this year’s World Cup at Sandhamn, the strategic management by each country’s ambassadors, the new web site, the film every day, the Commodore’s Barbeque and the KSSS Regatta dinner were those things that were good and which kept the sailors interested and together during the evening.

Behind the curtain, the Swedish Committees were struggling with housing, transport sponsors and getting the new web working, the combination of which took almost all their energy out of the organizers. Clear written and structured tasks, which were set out between the KSSS and the SWE 6mR association in the form of a written project plan showing vital dates and responsibilities, was of immeasurable use when it came to sharp action.

SUGGESTIONS

It is proposed that:

1. 3-5 years business plan should be produced, with a strong vision and associated strategies supporting that vision, not only for the WC/EC, but also for the Classic Newsletter which is keeping the class together
2. Sponsor and transport sponsor be identified within each country who will be willing to buy into this vision for a longer time than 1 year.
3. A handover system from the previous organizers of each major event to the next one and to invite the previous project manager also be part of the next organiser’s important project meetings, thus to ensure that experience is passed onto the next organisers.
4. A total 6mR Register governed by ISMA to be prepared as complete as possible. (Note: In an earlier paragraph the present position on producing a “Total 6mR Register is reported on).
5. A web site that has the same basic elements, but can be tailor-made for the next organizers.

Classics News

The notes on the fleets and restorations will be slightly shorter this year, in an effort to avoid repetition from previous years Newsletters

Antigua.

K 12 Nada.

Some years ago, Andrew Robinson discovered and recovered K 12 Nada, a 1930 W. Fife & Son (probably designed by R. Balderston Fife), which he had found in the jungle in Antigua. Having rescued her he had moved her to start restoration when she was very badly damaged by a hurricane and subsequently by a bulldozer. After this setback he has once again started on a very thorough restoration, using a number of shipwrights from a now defunct local boatyard.

He has obtained a copy of her plans and she is being carefully restored as original. Many of you will know of her from the article on her re-rigging with perhaps the first modern rig by Uffa Fox, in his book 'Sailing Seamanship and Yacht Construction', first published in 1934. In the early 1980s she had been restored and was sailing in the Solent and in Plymouth, England. Restoration is now well under way and Andrew plans to bring her to England for the 2007 Jubilee Regatta.

Argentina

A 1 Leonor (ex Dragon)

This 1924 boat built by Cantieri Baglietto in Varazze, Italy, which has been in Argentina since the 1920s, has been just restored by Jorge Ferrero of Hood Sailmakers, according to old pictures which he was able to obtain from her former owners and her Measurement Certificate, with a new wooden mast and her original boom. The hull and planking are almost all original, except for where they had to remove her engine. She has a new deck made of 'hemlock' pine and is sailing. It is planned to bring her to Cowes for the Jubilee Regatta in 2007. She will become the first Argentinian Six-Metre to take part in international racing since the 1952 Olympics.

Australia

KA 1 Yeoman II (ex K 4 Esme).

Geoff Docker has bought KA 1 Yeoman II (ex K 4 Esme), a 1937 Camper & Nicholson and sister to Erica, from Robert Bishop who had rescued her and he has embarked on a full restoration with the aim of attending the 2007 Jubilee Regatta in England. Yeoman II was imported from England by a pre-war Six-Metre enthusiast, Mr. William Dogg of the Royal Yacht Club, Williamstown, who

founded Six-Metre match racing in Australia. Later, she was bought by John Taylor who travelled to Melbourne and successfully challenged for the Northcote Cup. Subsequently, after meeting with an American, Eustace "Sunny" Vynne, together they initiated the Am-Aus Trophy and thus may fairly be credited with re-invigorating the Six-Metre Class world-wide and starting the Moderns.

KA 2 Venger (ex Avenger)

Also undergoing steady long term restoration is KA 2 Venger (ex Avenger), a 1946 Bjarne Aas design, built by H. Griffin in Sydney, Australia, specifically to race against Yeoman II. She has been largely restored by her owner Dara Johnson of Scope Marine and at present races out of the Sydney Amateur Sailing Club.

KA 3 Sjo-Ro

A 1934 W. and R.B. Fife design, built in Tasmania, she is currently in fairly good condition and is also based in Sydney.

Other classic boats known to be in Australia, in Sydney Harbour, are KA 4 Georgina, a 1937 W & R.B. Fife design, built by T.J. Tyson of Waratah, N.S.W. and KA 5 Toogoowooloo V, another W. & R.B. Fife design, both owned by Robert Bishop. Toogoowooloo is in very poor condition and he is seeking a new owner to buy and restore her.

It is to be hoped that it will be possible for the current owners meet up with the intention of creating an Australian fleet and hopefully challenge for the Northcote Cup, believed to be still held by John Taylor. Since the Seawanhaka Trophy is currently held in Tasmania, it is hoped that perhaps they could organise a challenge for it and recover it for the Six-Metre Class.

Belgium

There still the three boats registered in Belgium.

L 11 Edelweiss II. Designed by Linton Hope and built by Frank Maynard's yard at Chiswick, London, she is believed to be the last Six-Metre built in England before the First World War. Werner Huybrechts is slowly restoring her to racing condition.

BEL 10 Senoia (ex K 50 Senoia/ Blue Cat; F 50 Blue Cat). Still believed to be under long term restoration in Belgium by Marc Bruggeman.

BEL 11 Alexandra (ex Z 30 Glana, Silene II and St. Yves and GBR 67 Silene II) Now owned by Luc and Karel Decramer, she is based at Port Grimaud, near St. Tropez. After a very full overhaul, with her keel replaced to the original weight, she came out racing again this year, finishing 13th in her class in Les Voiles de St. Tropez.

BEL 66 Clymène II (ex F-46, Astrée III and also Z-46 Elan II) designed and built in 1959 by Bjarne Aas in Fredrickstad and now owned by Bernard de Wasseige and based in St. Tropez. Under her name of Astree III a former very successful boat, which Bernard has returned to racing, after a long absence.

Brazil

In Newsletter No. 9 I reported in detail on the two Six-Metres in Brazil, Torben Grael's Aileen II, designed by W. Hansen and built in 1911 and Lars Grael's Marga, designed by Zake Westin and built in Finland in 1933. Both rigged with modern rigs, they are in full racing trim. Meanwhile Torben Grael is currently racing Brazil 1 around the world.

Canada

KC 1 Merennito (ex L 22).

A 1927 Zake Westin design, which went to Canada from Finland for the 1927 Scandinavian Gold Cup. She was the first Six in Canada, owned then by the Royal Canadian Yacht Club Commodore, George Gooderham. Until quite recently she was owned by Ken Lavalette of Woodwind Yachts, Nestleton, Ontario, who has her safely on a cradle inside his yard. Now under restoration for a Finnish owner.

KC 10 Talizman.

A 1947 Arvid Laurin design, acquired from long term owner Miklos(Nick) Jako by Eric Jespersen and towed by trailer from Toronto to Sidney, BC (over 3000 miles). Gallant/Talisman has been in Canada since 1952 and is currently being restored and done up by Eric's legendary father, Bent. It is hoped that she will be ready for the 2006 season on Puget Sound.

KC 16 Fintra II (ex K 10).

A 1933 W. and R.B. Fife, which was originally rescued from a West Vancouver boatyard by Tony Griffin, she is now owned by Rainer Muller and is lying safely in Saanich on Vancouver Island, awaiting restoration.

KC 17 Johan of Rhu.

A 1948 James McGruer design, near sister to Noa and GBR 48 Caprice, she was acquired from Tobermory on Lake Huron, in June 2004 by a Vancouver syndicate headed by Craig Murray. She represented Great Britain in the 1948 Olympics. After being sunk in the early 90's, she has been restored and is once again racing.

KC 19 Saskia II (ex K 43 Erin, Glicky and Caprice).

Another W. and R.B. Fife, also now owned by Rainer Muller. She was owned by the same family in northern British Columbia for many years, but never raced.

Boat builder Mark Wallace completed and launched her this year and she raced in the Boundary Cup on West Sound, amongst the beautiful San Juan islands of Washington State.

KC 21 Junge,

A 1930 boat designed by A. Witt and built by E. Nordbjaerg in Denmark. She is also safely with Ken Lavalette, awaiting a buyer who wishes to restore her.

KC 26 Sira (ex D 49 Kitsita II).

A 1936 Knud Reimers design. She is reportedly in good condition and based near Toronto.

CAN 8 Carin II (ex L 38 Alic).

Built in Finland in 1941, she has been owned by the Wittstock family for nearly 60 years and is currently owned by Chris and Cindy Wittstock, who live in Norwalk, Connecticut. For the last twelve years, they have kept her in England where she was carefully restored by Chris Wittstock and his father, at the Elephant Boatyard. Chris and Cindy fly over to take part in major European events, where she has upheld the honour of Canada and is almost the sole representative of Canada on the European scene. With the formation of the new New England Fleet, it is hoped that they may be persuaded to take her over to the States to compete.

Denmark

DEN 3 Ran VIII

A 1921 Johan Anker, beautifully restored, she took part in the 2003 Worlds at St. Tropez and is owned by Carsten Jorgensen who keeps her on the lake outside his house.

DEN 15 Oui Oui.

Designed and built by Johan Anker of Anker & Jensen in 1922, she is now undergoing a good restoration by the Copenhagen Amateur Sailklub.

DEN 35 Dana (ex K 22 English Rose)

A Frank Morgan Giles design and built by Morgan Giles, Teignmouth, England in 1927, she has long been owned by the Danish yachting Museum. Recently, they have agreed to sell her to Darek Dziwura of Poland, who has arranged to collect her very soon and will be carrying out a very major restoration over the next three years. It is expected that she will become POL 4.

DEN 58 Lady Day (ex N 65 Norna VI, owned by King Olav of Norway)

A 1937 Anker and Jensen she has been fully restored by Baron Niels Luel-Brockdorff who owns the Danmarks Museum for Lystsejlad at Valdemars Slot and she is now in full racing condition. It is hoped that next year she will be competing at the Europeans at Flensburg.

DEN 63 Noreg III (ex N 72, US 88)

Designed by Johan Anker in 1939 and built for HRH Crown Prince Olav of Norway, she was raced for him by Rolf Svinndal. She is the last Six-Metre design by Johan Anker and his last design to be built. In 1939 she won the One Ton Cup in Hanko, but lost the Seawanhaka Trophy to the English boat, Circe. Since 1997, she has been owned by Mads Lildholdt, who is restoring her on the island of Fyn. He is hoping to bring her to the 2006 Europeans at Flensburg.

D 64 Sunray

Near Copenhagen this year, Jorgen Jensen completed this beautiful replica/Pheonix of S 52 Sinkadus, (a 1939 Arvid Laurin design, which was sold to the USA and, subsequently, reported as destroyed). She is built in the exact manner of the original and to the 2000 Replica Rules and is absolutely beautiful. Sailed by Hans J. Oen, together with Jorgen Jensen and crew, she won this year's Classic World Championships, the first replica to compete.

England

I have written long notes on those English boats under restoration in the past few years so, this year, I am only reporting on up-to-date news on those boats currently undergoing restoration. From a sailing point of view, 2005 was an excellent year. The Lymington Spring Series again produced several classics in a strong fleet. In June, six British Six-Metres went to Benodet in Brittany for the Coupe de l'Entente Cordiale and the British and French Open Championships. Two beautifully restored British Classics took part, Richard Bond's Erica and Brian Pope's Caprice. Brian Pope in Caprice won the classic class in the Coupe de l'Entente Cordiale and Richard Bond's Erica, helmed by Tim Street (in Richard's absence attending his wife's Very Important Birthday party), won the British and French Open Six-Metre Classic Championships!

GBR 3 Houri

Designed by A.E. Payne jnr and built in 1911, she is owned by David Seer, who has carried out the most incredible research into her history. She is shortly due to go to Peter Wilson's yard at Aldeburgh, to join Jo and Abu for restoration.

GBR 4 Anomene

Designed in 1915 by Wilhelm Schulze, a pupil of Max Oetz, and built by the Kolbjornsvikbaadbyggeri in Norway she is owned by Geoffrey Croft and has been undergoing a long and careful restoration at Millpool in Cornwall. It is hoped that she may be out next year.

GBR 15 Duet (ex Anne)

K 15 Duet (ex Anne), a pretty 1926 Sir Thomas Glen-Coats design, after a number of years has just been purchased by David Walters and Richard Bendy. A previous "restoration" had left her with an odd shaped cockpit and cabin and a very stumpy gaff rig, with her mast almost in the centre of the boat. She has now gone to Lallows in Cowes, where her new owners are restoring her both to her original condition and to full racing trim, in good time for the Jubilee Regatta.

GBR 19 Jo (ex N 1).

This very pretty 1920 boat is under restoration at Peter Wilson's yard and the hull is almost complete. He is now looking for a purchaser to finish her and is asking £25000. She was originally allocated the number K 24 on coming to England but was re-numbered K 19 before her re-launch in Scotland,

GBR 22 Titia (ex KC 22).

A David Boyd design built by Woodnutt and Co. on the Isle of Wight in 1952, especially for Kenneth Preston and Robert Steele to represent Britain in the 1952 Olympics, where she came eighth. She was then sold to Canada and, subsequently, more recently to Rhode Island, where some considerable restoration work was done. She is under restorationnd by Brian Pope of Penpol Boatyard and Andy Postle of Allspars, of Plymouth, who plan to campaign her seriously in 2006. Built to the same plans as K 70 Marletta, she never came up to her anticipated level of success and her future performance in England is eagerly awaited.

GBR 32 Abu

Owned by the Street family, she was found on the side of the road in Essex and subsequently bought by Tim, Charles, Rupert and Poppy Street.. She was Johan Anker's own Six, built in 1931, a Second Rule and is being restored in Peter Wilson's yard to full racing trim, albeit within the Second Rule. With Johan Anker she won both the Gold Cup and the One Ton Cup in 1931 and the Gold Cup again in 1932, coming to England in late 1932, but was taken out of racing and converted to a cruiser by 1935 and not raced since. Although in poor condition, she has no major problems and will be almost original, albeit with some new planking and deck, as her cabin and self-draining cockpit have had to be removed.

GBR 40 Valdai. This 1930 Alfred Mylne design is also in the Aldeburgh Boatyard where Peter Wilson is looking for a purchaser who wishes to restore her and to return her to racing.

Sadly, the two top and most successful British Classic Six-Metres, Caprice and Erica are now for sale. Other boats in racing condition and in commission are: K 5 Sunshine on Lac Lemane; GBR 17 Sioma II, for Sale in Cowes; GBR 25 Sheila; GBR 32 Selma, now in Brittany; GBR 34 Monsoon; GBR 42 Melita, brought back to England from Sweden this year by David Roberts; GBR 69 Victoria, as original and raced by her owner Martin Belvisi and St. Amour II, recently having had an excellent overhaul at the Penpol Boatyard.

Finland

Henrik Andersin, who has restored May Be VI and, more recently, restored Djinn, we are pleased and proud to report, was elected as the new Chairman of the Classics Committee, in succession to Leif Bockelman and as Vice-President of ISMA. This is the first time that a Classic owner has been elected as a Vice-President of ISMA. He is joined on the Committee by Paasi Kaarto, owner of Elinore, who has previously been a member of the Committee from 2000. It is excellent that another Finn has been elected to this prestigious position, since Finland has the largest fleet of Classics and have always kept their large fleet of Classics going.

Henrik reports that:

FIN-3 Irma is replacing her deck.

FIN-6 Renata is undergoing a renovation. Expected completion 2007.

FIN-7 Monya is to be rescued and restored but is in poor condition.

FIN-14 Anja has been sold to Britain.

FIN-22 Merenneito is undergoing expert renovation by Ken Lavalette of Ontario for her Finnish owner in Canada.

FIN-30 Raili was back on the racecourses in 2005 after little sailing in 2004.

FIN-31 Lilo-Reet II is also being rescued and will be restored but is in poor condition.

FIN-37 Lyn was destroyed in a fire 14.2.2005 as she was prepared for re-launching. Her owner Lauri Tukianen has plans for a replacement boat next year

FIN-43 Wire was not launched in 2005 but is perfect and FOR SALE

FIN-44 Toy, former World Champion and runner up to Sunray this year is now FOR SALE.

FIN-50 Alibaba II is FOR SALE

FIN-51 May Be VI is planned to have a new wooden mast built for 2006

FIN-59 Ian is being completely rebuilt in Kotka in readiness for the 2007 season.

FIN-60 Off-Course is undergoing extensive rebuilding.

FIN-61 Silene III needs a new mast and is considering a wooden one.

FIN-63 Boree II was back in 2005, with new hull colour (silver) and new owner.

FIN-65 Bambi

Bambi was recently purchased from Switzerland and reappeared for the first time after renovation at Sandhamn. She has proved to be both fast and beautiful.

FIN-67 Djinn (ex US-80, A 12).

An Olin Stephens 1938 design, which has been restored to original in every respect, she was purchased by Henrik Andersin from Argentina, where she had been for very many years, indeed probably since about 1952. Recently she had been rescued and worked on by Dr. Segismundo Cortes prior to being bought by Henrik Andersin and she took part in her first race season since her Argentinian years. Henrik took her to this year's World Championships, her first major international Six-Metre regatta since 1952.

FIN-68 Attack. (ex SWE 45)

Designed by Harry Becker in 1939 and built by the Rodesund Yacht varv for the World Cup at Goteborg, she has recently been purchased from Sweden by Petri Tykka. She is in good sailing condition and is located in Helsinki and is to be raced competitively.

France

Basil Carmody has paused in his work on the restoration of his boat, Joanna and the tremendous amount of research that he has done into her history, including making contact with the descendents of her original owner, Dr. Ing. Collignon, to prepare this report on various Classic-Six metres which are known to be undergoing restoration in France and Monaco.

Bihannic (F-90) designed by Camatte in 1948, built by Chiesa. Laurent Lafaille raced Bihannic in the Régates Royales at Cannes in September. Her teak deck will be replaced during the winter.

Catherine (K-47) designed and built for A.S.L. Young, by Camper & Nicholson in 1935. Jean-Denis Sarraquigne has restored K 14 Saskia of Rhu, also a 1935 boat, beautifully and raced her this year and is now looking for a co-owner or a purchaser so that Catherine's restoration can get underway. FOR SALE.

Diana (F-40, ex-Vivo VI as N-44, ex- Saada II, ex-Fanny, ex-Diana, ex-Izénah). Designed by H. Robert in 1931, built by Holmens/Asker in Oslo. Michel Depuydt is currently completing a hangar where the restoration will take place. In 2006, he plans to start replacing broken frames and planks.

Elfe (F-77, ex-Eileen II, ex- Mambo) designed by F. Camatte in 1931, built by the Etablissements G. Bonnin. Clément Brunet-Moret has launched the final phases of her restoration this year at the Otarie Boatyard. Elfe should be in the water for next summer.

Joanna (F-75; ex-Michel Selig, ex-Avalun VIII as G-24 and K-75) designed by Drewitz in 1935, built by Buchholz. Basil Carmody is in the process of taking off her lines. His architect, Theo Rye, will then reverse engineer her plans so as to be able to calculate the weight, shape and position of her lead keel.

Musette (L-14, ex-Fubbs II) designed in 1909 by Linton Hope and built by Hart in the U.K, originally intended as a "ccruising" Six. We have received a picture of

Musette is currently undergoing a restoration and awaiting a deck, but to date we have not been able to reach her owner Stéphane Monnier to obtain details.

Namoussa (F-59).

Designed jointly in 1937 by Louis Bréguet and Bjarne Aas and built by Bjarne Aas. At the most recent contact in 2003, Jean-Philippe Guillemot was still in the process of restoring her.

Solitar Nosc (F-12; ex-Aramis VII, ex Ylliam VI, ex-Vagabonde as Z-35).

Designed by Knud Reimers in 1945 and built by Corsier Port, Chantier Naval at Geneva, she is a sister design to Alexandra. Dominique Barrière reports that he was hit by a boat on port tack at the start of a race in May 2004. The offending boat was a trimaran which hit her stem with the beam linking the central and port hulls. After a string of broken promises, he finally had to sue his own insurance company to get them to pursue the offending boat. After a year and a half of tribulations, he has finally received payment. The replacement of the stem and of several planks will start shortly so that Solitar nosc will be ready for Les Voiles d'Antibes in the spring of 2006.

Monaco

Mirage (MON-49, ex-SWE 29) designed in 1955 by Gustaf Estlander and owned by Edmond Capart. She is now in the last stages of her restoration at the Pasqui yard in Villefranche-sur-Mer

A Historical Note on the Classic Sixes of Oran, Algeria, abandoned in 1962.

Basil Carmody has carried out very considerable research into those Sixes which used to race in Algeria before the Algerian War. He has discovered that, prior to 1962 and the end of the Algerian war, there were six Sixes at the Cercle de Voile d'Oran.

These were:

- Barbara (F-61, ex-Cormoran) designed and built by Johann Anker in 1929.
- Bilitis (F-12) designed and built by Bjarne Aas in 1924.
- El Nar (F-33) designed by F. Camatte in 1928.
- Cygne (F-30, ex-Mulphin) designed by L. Grossi in 1930.
- Fissa (ex-Mati) now FRA 120, designed and built by the Cantieri Baglietto at Varazze in Italy in 1926 and now based in Marseilles.
- Vasconia (F-2) designed by F. Bertrand in 1926.

Of these, Fissa was used to escape from Algeria, the owners sailing her to Spain. The other five were all left at the Port des Embiers. In 1990, when we had the latest report as to their condition, certainly some of the others were seen to be relatively intact, but deteriorating. Basil Carmody has obtained pictures of some of them and is hoping to obtain a more up-to-date- and detailed report. Would anyone who reads this and has any more recent information on any of these boats, please let Basil Carmody or myself know.

Germany

Again we have not had a report from Germany this year, however the Lake Constance Fleet organised a most successful and enjoyable Queen Christina Nations Cup, run by the Uberlingen and Eberlinger Yachtpokal at the Yacht Club Seglergemeinschaft Uberlingen, on 26th to 28th August 2005. This was won by Finland, with Sweden second and England third, followed by Switzerland, the USA and Canada.

Next year the European Championships are to be held in Flensburg, in the north of Jutland, organised by the Flensburger Segel-Club in conjunction with the Robbe & Berking mR Sterling Cups. The dates are 9th-11th June for the tune up races and the Robbe & Berking mR Sterling Cup, followed by the European Championships on 12th to 16th June. The Notice of Race will be circulated in December.

Historical Note

In 2002, Torsten Dornberger of Berlin was making enquiries as to where all the German Six-Metres had gone. I was able to confirm to him that the following boats had been taken over by the British Forces after the Second World War and their last known whereabouts at that time.

British Kiel Yacht Club

G 17 Sleipner II. Now owned by the SSK and based in Schlei.

G 18 Wolf Eserbrand

G 38 Sleipner IV. Now based in Eckernforde.

G 34 Gustel VII

G 37 Pidder Lung. Now Irmi V and under restoration in the Netherlands. See the Netherlands report below.

Berlin Officers Club

G 3 Gaviota (ex Tusle). Still in Berlin.

G 18 Suzann. Now on the Bodensee.

G 24 Avalun VIII. Now FRA 75 Joanna and under restoration by Basil Carmody in St. Tropez..

G 25 Luv. Still in Berlin.

Both I and Torsten Dornberger would be very interested to hear news about these boats, in my case, more especially since, in 1960, at the end of a NATO amphibious exercise at Kiel and Eckenferde, we were challenged to Six-Metre races by the German Navy in Kiel and I represented the British Army in Sleipner IV, complete with cabin.

North Sea Fleet

Again it is believed that the following classic boats have been racing in the Robbe & Berking Classics.

G 15 Steam

A 1921 boat designed by Johan Anker and built by Abeking and Rasmussen. Steam impresses, not only because she does very well, but also because she still has a cabin. Now owned by Thorsten Thelen.

G 22 Mellum

A 1935 boat designed by Burmeister and Calmette and built by Burmeister in Bremen.

G 27 Vastenflakt (ex S 27).

A 1926 boat Designed by Tore Holm and built at Gamleby.

GER 30 Mena (ex GBR 52).

A 1946 Camper & Nicholson designed and built boat, which was perhaps their best design. She was one of the very few British Six-Metres never to be converted. In 2002, she was bought by Dr. Thomas Kuhmann, who completed an excellent restoration and campaigns her seriously around Europe.

D 59 Aida (ex N 62 Rani II)

A 1936 Bjarne Aas which was built at Fredrikstad.

GER 68 Lillevi

A 1938 Zake Westin design, built at the Abo Batvarv. Beautifully restored and owned by Oliver Berking himself.

Berlin Fleet

There is still the small fleet of Sixes in Berlin, although sadly, all the boats on the Muggelsee are now gone, the last one, G 53 Astree, a 1969 Wille Lehmann design is now racing at Noirmoutier, France.

The boats still left in Berlin are:-

G 3 Gaviota (ex Tusle).

A 1928 Neeson design, built by Trayag at Travemunde.

G 19 Hunding VII.

A 1935 boat designed by Martens and built by Rambeck for a Herr Udo Franck-Rosenthal of Berlin-Lichterfelde. Still based at the Akademischer Seglerverein e. V. (sailing school).

G 25 Luv (ex Gustel V).

Designed and built in 1936 by B. Wilke at Kiel-Wellingdorf. She represented Germany at the 1936 Olympic Games at Kiel, finishing fourth.

Z 42 Ylliam VIII.

Designed and built by Bjarne Aas in 1951, she represented Switzerland in the 1952 Olympic Games at Helsinki, finishing sixth and is regarded as one of the best ever sixes. She is currently believed to be still awaiting restoration by Torsten Dornberger.

KA 6 Toowoooloo IV. An Olin Stephens design and thus not actually a classic, she was built by Bill Barnets in Australia in 1969 and may be regarded as being the first "modern" Six-Metre and thus an item of history. She was built for the Australian John Taylor who, with her and in conjunction with Eustace "Sunny" Vine of Seattle, inaugurated the Australian-American Trophy at San Francisco in 1969. She was defeated by Goose. She has been beautifully restored by Torsten Dornberger.

With now five boats in the Berlin, we are still hoping that they will get together to hold a Six-Metre Regatta and invite other countries to join them. I am still awaiting any up-to-date news.

Bodensee

It is known that there are quite a number of classics Six-Metres on the Bodensee, including:-

Niklaus Waser's beautifully restored K 7 Fintra, a 1928 W. Fife & Son,

but probably actually designed by R.Balderston Fife, William Fife III's nephew.

K 22 Audifax (ex Schelm). A 1911 design by Alfred Mylne and built at Port Bannatyne, Scotland, she is absolutely as original and owned by the same Berg-Panizza family since 1926. She won the One Ton Cup before the First World War.

GER 21 Marabu, a 1935 Tore Holm owned by Thomas Eisenlohr.

GER 37 Aquarius, a 1938 Abeking & Rasmussen, owned by a Herr Blessing.

GER 39 Antje, a 1939 B. Wilke of Kiel design, owned by Jorg Kadglehn.

GER 41 Adelheid, a 1939 Abeking and Rasmussen, owned by Herr Hotz.

GER 44 Ayesha, a 1912 Anker & Jensen, modernised to Rule 2.

There may well be others that I am not aware of and it would be very nice to receive a full report on the various Bodensee fleets and boats for next year's Newsletter.

The Netherlands

Now with some nine boats in the Netherlands, either in full racing condition or under full restoration, the Netherlands have enough boats to be able, for the first time for many years, to form their own Six-Metre Association and fleet. It is understood that discussions are taking place.

The boats there are:

NED 8 Edith,

A 1925 Bjarne Aas owned by Marc Buenen. She has been in his family for at least 50 years and he has her under long-term restoration near Vught in The Netherlands.

H 10 Sally (ex Old Salt)

A 1926 G.de Vries Lentsch design and build, owned by Armin en Vera van Ewijk. e-mail: [REDACTED]. She is converted for cruising and has taken part in most of the recent classic regattas in The Netherlands. She is believed to be still FOR SALE and it would be very well worth to return her to class, to take part in racing as a Six-Metre again.

H 19 Piccolo

A 1932 W.Fife & Son, probably designed by R.B. Fife. She was very well restored some years ago by Peter Brooks near Maldon, Essex and, indeed, was one of the first major restorations. She was also one of the last three Sixes to race in

Scotland and is now owned by Michael & Jolijn Zumpolle at Geervliet, The Netherlands. e-mail:- [REDACTED]

H 20 Goodwood

A 1971 Willi Lehmann design from the Muggelsee in Berlin. Now based at Antwerp and owned by Marc and Norbert Heijke.

NED 21 Caramba (ex S 39)

A 1926 Tore Holm design, probably his second design, built by Onnereds Batvvarv in Sweden. Until very recently she has been owned by Frank Zomerdijk, who has carried out very considerable research and began on a major restoration. She has now been taken over by Fredrik Heerlien as Frank Zomerdijk is restoring a large cruiser and has gone to Friesland for completion of her restoration.

SUI 46 Fiona (also GBR 46).

A 1936 Fife (the last full Fife six-metre), until recently owned by Guy-Daniel Baillie of Lausanne, who had acquired her from his father Ted Baillie, who had bought her from Scotland and had owned her on Lac Lemman for many years, restoring her to original. She has recently been bought by Jan Willem Ypma, who will shortly be collecting her from Switzerland.

Irmi V (ex G 37 Piddar Ling).

Irmi V is a 1936 Henry Rasmussen design, built for Dr. H. Lubinus by Abeking and Rasmussen especially for the 1936 German Olympic Trials. She has recently been found in a barn in Holland and bought by Ronald Brons, who is planning to restore her fully. Although the hull is in a pretty good shape, the keel was replaced during the war when the original lead keel was taken for armaments, as happened with many European Sixes and she has a small cabin and altered rig. A & R still have the original drawings so Ronald is rebuilding her himself, with help from a friend, to original specifications, which he estimates will take him about two years.

D 48 Hakahala.

I am very pleased to report that Jan Mateboer has made great progress with his restoration of Hakahala, which you may all recall was in dire straits. After carefully drying her out for some months, work has started to get her back to her correct shape and considerable reconstruction has already taken place. Much of her will be original.

S 82 Askeladden (ex N 8).

A 1922 Bjarne Aas design, fully rebuilt by Karel Beer and in full racing condition.

Norway

Sadly, with the sale by Morten Lindvik of his modern Six-Metre to concentrate on his pre-1914 9 Metre and the retirement from president of the ACYU of Chris Ennals, there is no one to report on the latest doings of the Norwegian fleet or to co-ordinate their racing. This news is therefore based on the latest known information.

L 2 Mosquito

A Johan Anker design from 1913 and the first bermudian rigged Anker & Jensen. She was built originally for Magnus Konow and she has been very fully restored to original Rule 1 by Petter Halvorsen in Risør, the home town of the Norwegian Wooden Boat festival. Petter took her to this year's World Championships at Sandhamn and did well. This is believed to be the first time ever that a Rule 1 boat has competed in a major World or European championship, or Gold Cup, certainly since around 1923!

N 31 Norna

A Johan Anker design from 1928. She is in good condition and sailing. The owner is Bernt Rognlien from Oslo, who also owns and sails Erna Signe a beautifully restored 12mR from 1912.

N 39 Elisabeth VIII

A Henrik Robert design from 1929. She is laid up at Holmen Yachtverft, Robert's old yard, waiting for a total restoration. She is in a poor condition. She is owned by the yard, and could be for sale.

N 43 Norna II

A Johan Anker design from 1931 (sister to Abu). Beautifully restored and returned to her original racing standard by her owner, Øyvind Toft in Grimstad.

N 63 Buri

A Bjarne Aas design from 1937. Still sailing every summer with only small alterations. Her homeport is Kragerø on the South coast. Owner is Jomar Eldøy.

N 78 Høvding

A Berg design from 1947. She was converted to a cruiser many years ago, but is sailing. Owner is Håkon Benestad.

N 86 Miranda II

A Costaguta design from 1937, she is owned by Jan Nygaard who brought her to Cornwall, England for full restoration by Brian Pope at his Penpol Boatyard.

Unfortunately, when her engine and the pitch in her bottom were taken out, her keel and kelson were found to be in a very bad state and required replacing. However, she has now been substantially restored and her new lead keel has arrived from Irons Bros. She will now await completion.

N 87 Holmgang

Ex S 111, a Norlin design from 1981. She was taken from Stockholm to Oslo under sail three years ago. Owner is Tore Holm.

L 46 Unita – A Gösta Kyntzell design, built at Wilenius Boatyard at Borgå in Finland in 1939. She is sailing and in good condition. A typical “light weather” design converted to a cruiser with a small cabin, engine, galley and head. It should not be difficult to bring her back to original condition and she is For Sale by her owner, Sverre Falch.

Poland

Despite research, little information has been found on Polish Six-Metre racing and it is believed that probably no such racing took place in Poland, prior to 1936. I can also find no record of any boats in Poland prior to 1914.

In 1936 however, three Six-Metres were built for and registered in Poland. These were (or are?) P 1 Danita, a 1936 Bjarne Aas, which was based at the Polski Club Morski, Gdansk and represented Poland in the 1936 Olympic Games at Kiel. The others are or were P 2 Bystry and P 3 Lotry, both built in 1936 by Abeking and Rasmussen for the Olympic Trials and both originally based at the Offerski Yacht Club at Gdynia. Darek Dziwura is now researching and searching for them, as it would be wonderful for him and for Poland if he could find and restore one. They were last heard of as recently as 1996, so may still be in existence, if currently unrecognisable due to cabins or other alterations.

Excitingly, Darek has been also looking for a Six-Metre to restore and has now come to agreement with an owner who has a suitable hull for restoration. He is hoping to have completed the deal and moved her to Poland by the time these notes are issued.

Sweden

(A report by Fredrich Dahlman)

Johan H Larson's Lisbeth V, was ready from her complete renovation but some mast fittings delayed by 2 months, combined with struggling with the WC committee work stopped this entry. What a disappointment for us all as we all

were really looking forward to the see her racing. This immaculate renovation will sparkle joy in every 6mR Classic lover's eye.

Kenneth Peränen's new replica/Phoenix, " Sara of Hango ", an exact copy of L49 Violet , did not manage it either due to similar reasons.

Fantastic to see that Henrik Andersin managed to bring his just immaculately restored, no efforts spared, FIN 67 / US 80 Djinn to Sandhamn for the WC. Everyone was as ecstatic about it as was Henrik.

The classics from Sweden were Melita GBR 42, formerly SWE 93, by Swedish/British David Roberts who had geared up Melita with some new sails and crew. She now showed the real potential of his boat finishing 13th. Unfortunately for the Swedish classics fleet he has plans to bring her back to UK.

Fredrik Lindqvist with " old fox " Börje at the helm of Råven SWE 37, only managed a 16th place, probably due to not enough racing during last year. He was concentrating on the final restoration of Silvervingen and hopefully we will see Silvervingen in Flensburg. After the WC Råven has now been sold to France.

We all also enjoyed to see the beautifully restored SWE 60 Stella Polaris , with Sven Frenkel , out on the battlefield after a couple of years training and gearing up, finishing 23rd.

Also deserving of a special mention very clearly is Douglas Reincke`s entry, the beautiful SWE 4 Guldskiben from 1923, who managed to race despite having some problems with the heavy seas and subsequently some equipment breakdowns, finishing 29th.

Seeing the great lady, Petter Halvorsen's beautiful restoration, the Norwegian " Mosquito " N / L 2, Johan Anker's first Bermudian rig from 1913, with her enthusiastic crew out on the course was a true pleasure, and also gave a hint how racing was in the beginning of the meter rule. A wonderful contribution to the WC and what a renovation. Let us all hope to see her in Flensburg next year again.

SWE 6 Fågel Blå Her pre-season work-up was delayed by mainly deck-layout changes, raising the floor, and adding a genoa rolling system that proved very successful in handling. The real start of her season was in Finland at the Hangö Regatta, where she raced against the very competitive Finnish fleet, winning the first race and finishing 4th overall.

Back in Sweden when participating in the KSSS 175 years Jubilee Regatta in Sandhamn, she finished 13th among 28 participants, mixed classics and modern, winning the International Swedish Championships for Classics and also beating 9 moderns.

Fågel Blå also won the tune-up race for WC and the expectations for her and her team for the WC rose. However, sadly the conditions and weather were not at all as expected. Usually Sandhamn is very " summersure " in the end of July but not

this time. Heavy seas together with strong winds combined with the occasional day of light winds made a very competitive mixture.

It was a great pleasure to see Hans Oen and the fantastic new Sun-Ray, DEN 64, (Sinkadus, S52 drawings) very clearly win the WC after fantastic racing and no major mistakes. Her 4 race victories clearly showed who was "simply the best". Once again congratulations.

Always fast and tactically correct, although with one race victory and as usual a very consistent series of podiums in almost every race, FIN 44 Toy finished second with the 2nd Rule boat, FIN 12 Fridolin, having two race victories but also some no podium races, finishing third.

It was great to see the ex Finnish/Swedish (L48/S68), GER 68 Lillevi now under German flag, back on her old home ground, for the first time for a very long time. To have a German 6mR fighting for the medals in a WC and finishing 4th is a major step forward for the German 6mR Racing as it has not happened since G 51 Michel (ex S 97 Irene II and now GBR 100 Cream) won the Europeans in 1951. A Great achievement.

Fågel Blå who had a bad day on races 6&7, mostly with 3 and 4th places in the other races was the best Swedish boat finishing 5th.

USA

Fleet News

The Classic scene for sixes in the USA is mainly spread over three regions: Puget Sound in the Pacific Northwest; from Rhode Island to Maine in the Northeast, and based on Port Huron on the Great Lakes. In addition, there are some independent boats located in many other places.

The Puget Sound Fleet has been the base for the major activity in North America and, under the benign leadership of Matt Cockburn, owner of Buzzy III, continues to see a strong and healthy growth both in interest and in numbers of boats getting back on the water. There are several active restorations in progress and even more slated to begin in the next year. A major part of this growth can be attributed to the handful of boats located in Vancouver and Sidney, B.C. Events with both fleets have been very well received over the past few years and international bonds have strengthened between the Canadian and Seattle Fleets. Several events, including the Queen Christina Nations Cup and the Sir Thomas Lipton Cup, have done much to solidify and reinforce shared interests.

Another encouraging place of growth and interest this year in particular is in the Northeast, where Toby and Sachi Rodes with their restored 1930 Fife, Alana have been the major driving force in gathering together some boats and stirring long

dormant owners to come out and sail, with the result that this year two other boats, Totem and Lucie (from Port Huron) joined them to take part in a very satisfactory rendezvous regatta in Summer 2005, the first Six-Metre regatta in that area for very many years.

Seattle

Currently the main centre in the USA for Six-Metre racing is the Puget Sound 6 Metre Association near Seattle, where a number of classics are based, in particular: USA 73 Saga, USA 96 Hanko III, USA 97 Buzzy III, Us 87 May Be VII and, the most recently re-launched 1934 Fife, KC 19 (ex K 43) Saskia II. Other boats under restoration include:

US 90 Fokus III(ex. Exit, ex. Little Sister, ex. N 79 Fokus III. A 1948 Bjarne Aas design which is a sister to Hans Oen's N 80 Elisabeth X, with beautiful, honey coloured, Douglas Fir planking. A lot of work has been completed this year by Jim Metteer with 40 new pairs of steam bent oak frames, a new stem, deadwood, rudder-post and garboards installed.

USA 81 Goose. A 1938 S & S design. In 1957, she was totally rebuilt with 4 layers of 1/8th inch hot molded plywood. Recent correspondence with Olin Stephens has revealed that he never drew the modifications for Goose, which means the changes were probably based on the drawings for Buzzy III. Both boats received the bustle and had their sterns shortened side by side. All underwater modifications to Goose have been removed and her shape is now back to original. Peter Hofmann and his crew Jim Metteer and Ron Keys, have removed all underwater modifications, returned her original counter stern, replaced the deck, deck beams, and rudder and returned the cockpit configuration to original specifications. Peter and his wife are currently involved in painting her hull.

New England

KC 11 Alana (ex. K 26 Priscilla III).

A 1930 Fife design (probably actually designed by R. Balderston Fife, nephew of William Fife III and owned by Toby and Sachi Rodes who are the driving force behind the re-formation of a New England Fleet. After a full restoration at Brion Rieff's in Brooklin, Maine, this year she sailed her second season, competing successfully in the Inaugural New England 6mR Fleet Series in Maine this summer which started in Blue Hill Bay on July 31st.

US 15 Syce

A 1922 Alden design built by Lawley, which has recently reappeared in Connecticut. One of the early designs built for the trials for the British American team races. It is hoped that she will appear at a Six-Metre or other classic event next summer.

USA 51 Totem. A 1931 Luders' design, recently she was 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. Raced successfully in the

NYYC Classic week and other events in summer 2004. Despite still having a cabin, she is currently in the growing New England fleet and took part in this year's Inaugural New England Fleet Series, coming third.

N 71 Flapper (ex. D 60 Flapper).

A 1939 Christian Jensen design, Flapper was the Olympic alternate for Denmark in 1948. Little else is known of her. She has been undergoing a full restoration to original racing condition, at Brion Rieff's in Brooklin, Maine, for owner Nick Booth and should be sailing in summer 2006.

US 55 Lucie.

A 1931 Clinton Crane design. She was acquired from Port Huron last year by a Maine owner, who raced her in the Inaugural New England 6mR Fleet Series this year in which she proved to be still very fast and won. She is a very famous boat, having been designed for Briggs Cunningham and represented the USA in several British-American Trophy team races. Her stern has been shortened by about three feet and she needs some other work and probably a new mast. She was built as a Rule 2 boat but later modified to Rule 3 to drawings made by Olin Stephens.

US 56 Jill.

A 1931 S&S design which recently surfaced in Maine. The owner has not yet decided what should be done with the boat, which, reportedly, is in need of a lot of work. It is hoped that this will become another success story and that, at some future time, she will reunite with her former 1932 British American teammates, Lucie, Bobkat II, and Nancy.

In January 2006, there is to be an Inaugural Party at the New York Yacht Club, to mark the re-formation of the New England Fleet and it is believed that, next year another four boats will join the pioneering three, with the outside possibility of a fifth.

San Diego

US 35 Saleema

A 1928 Sherman Hoyt design. Now sailing in the great San Diego Classics scene and fitted with a rather weird counter. She was the silver medal winner at the 1932 Los Angeles Olympics.

Unattached

US 54 Bobkat II.

A 1931 S&S design, she is currently based in Italy and owned by famous America's Cup yacht designer Doug Peterson. Bobkat II was a member of the victorious American team in the 1932 British-American team races. She was shipped to Italy where Federico Nardi at the Cantieri dell'Argentario in Porto San Stefano, carried out a beautiful total restoration to original racing configuration.

She took part in this year's World Championships at Sandhamn finishing 12th due to two DNFs.

N 30 Hanko II (ex Vi-Vi, pronounced Fi-Fi).

Hanko II was found by Steve Pearson under a barn which had collapsed on her, due to the weight of snow. She was in a very poor condition and had been stripped of some of her gear when he found her. Subsequently, together with a group of friends he has moved her to his workshop and started on a major restoration, as far as possible using as many original bits and pieces as can be re-used, including her original lead keel.

Port Huron

I have been unable to locate a report from the Lake Ontario Six-Metre Association since 1978, when the fleet consisted of nine boats. Failing to make contact again this year, a member of the British Six-Meter Fleet with business interests in Detroit, gave his time to visit the Port Huron Yacht Club in September, where he found four Six-Metres on the pontoons.

Sadly, enquiries in the club failed to find anyone with any knowledge of the fleet, although two of the four boats were identified as US 94 Ondine, a 1953 Stephens/Whiton boat and US 69 Beauvais, possibly a 1930 boat. In addition, other boats which are believed to be based there include US 89 Dodo, US 99 Why Not, a 1948 Tore Holm, KC 5 (US 78?) Solenta, a 1938 Camper and Nicholson Also possibly US 68 Mood a 1936 Olin Stephens design and finally:-

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 now been acquired by Mark Conger and is in the process of restoration.

May I wish every Six-Metre Owner a Very Happy Christmas and a Successful News Year.

Tim Street.

Member, ISMA Classics Committee.

19th December 2005.