

THE CLASSIC SIX METRE NEWSLETTER

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Message from the Chairman of the Classics Committee

March 7, 2009

Welcome to this most recent edition of the International 6 Metre Classics newsletter. As most of you reading this will know, the effort to have a separate focus on the Classics was started by Tim Street 16 years ago and has grown to become an integral part of the lore and evolving nature of our Class. Basil Carmody continues this excellent digest with thought provoking in-depth analyses on a range of topics, up to the minute reports from a variety of boat owners and other inspired content. Ironically for us, as a development class that should rely on new Modern designs to show the way forward, it can most certainly be claimed that the growth, status and interest we are seeing now is a direct result of the intense efforts our members have undertaken over the past decade in restoring (and racing!) almost all of the Classics still in existence. Further, by the end of 2009, only 1 of the 6 new boats built in this century will be of Modern design. The other 5 are Classic replicas authorized by the Class or ballast-up complete rebuilds of designs created as long as 80 years ago.

I take it as a sign of health that there continues to be a great deal of debate about what is healthy for our growth and what is not. What can be seen today is an interesting set of sub-classes that highlight a diversity of interest among our owners. More and more owners are testing the limits of authenticity in pursuit of the Vintage ideal that is embodied with the winning of the Baum & König trophy. This will be seen in greater numbers than ever before at the World Cup in Newport, R.I. this September. I am aware of as many as 10 boats preparing to go Vintage for the event. I haven't seen an Egyptian cotton mainsail and mitered genoa jib on the race course yet, but I suspect we are not too far away. I am certain Ratsey & Laphorn could create a full set of sails for the discerning

Vintage enthusiast from one of their archived designs.

The racing Classics are healthy and numerous in several fleets, and the migration of boats from country to country continues, though at a pace that seems not too fast. The overall global economic condition will have its affect on boat prices, and you will see a selection of Classics for sale at the end of this issue with quite a wide range of prices. For those who have been wondering what it may be like to own a Classic six – now may be the time to jump into the Class. How long will you wait?

The racing Classics continue to outnumber the Moderns at our major events and I think it is time for the Family to get back together. I can't think of a better time or place to ask this question:

Is it time for us to have a combined start at the International 6 Metre World Cup?

An International 6 Metre is an International 6 Metre. It is not clear to me why the starts were separated, but I suspect the reasons were thinly veiled attempts to keep the poor cousins of the time (the Classics) away from the expensive and high powered racing teams (the Moderns) who were in pursuit of the highest prize – the International 6 Metre World Cup. The same arguments no longer apply. There is a minimum number of 15 boats from 5 nations to make a Worlds – if there aren't 15 Moderns from 5 nations, do we have to combine the starts in order for the event to be legitimate? The Classics are now sailed by teams of skilled sailors whose boats are as or more valued than any Modern. As a comparison, the 8 Metres start as a Class, including their gaff rigged Vintage boats (!) with as many as 40 on the line!

There are still many projects in process in almost every country that has ever had a class of Sixes. You will read about many of these in these pages. I applaud the owners currently making the effort and getting the work done to get back out on the water and on the race course. On the other hand, there are still a few boats waiting for the charitable hand of a committed, passionate owner and steward to stem the insidious interest of microscopic plant life, remove and replace the wood softened through battle or neglect and the oxidation poisoning of the fabric of wood and metal that

makes up our boats. For the owners of boats lying covered in sheds, or rotting in fields, I have this to say – get going on your project because time is slipping away. Every day you don't start that project, or decide to pass it on to someone who will honor your stewardship and the heritage of our boats, is a day you will never get back. Satisfaction and fun are waiting for you out on the water. Come and join us.

Best regards,
Matt Cockburn



Cora III, how a Six became an RORC racer

Whereas most of the articles in this newsletter are intensely about Sixes, this one is intensely about the exceptional seaman that my father was - and then also about his Six.



1955 Colibri, ex-Cora III

Memories

Everything was born out of curiosity... from those four ancient pictures hanging in the hall: four faded celebrations of a slender and elegant silhouette sailing the seas. Photos that remind me of even more faded memories and vague sensations about my childhood years ...



But who remembers anymore what the name of that boat was?

Or what kind of vessel it was?

And why my family owned it?



1952: My sister Marina on Colibri

These questions inspired within me the desire to discover something more about that wonderful yacht on which my father taught me the art of sailing.



1954: Again my sister Marina with my father



Above: My mother on Colibri

Right: my other sister, Giovanna in the cockpit



Soon I found myself plunging into some serious research: the collection of every possible clue and the consultation of my older sisters who were able to help me in the reconstruction of the historical truth.

We joined our knowledge together to reconstruct, among our family archives, each story and picture. We searched the Internet, where we found with pleasure this newsletter, the interesting article about another Italian Six, *Fissa ex-Mati*, and where we had the chance to meet Basil, who enthusiastically welcomed our determination and encouraged us to write this article.

And here is the fruit of our research.

The boat appearing in the pictures was a Six Metre called *Cora III* (ITA 34) that was built by P. Baglietto & Co of Varazze in 1925.

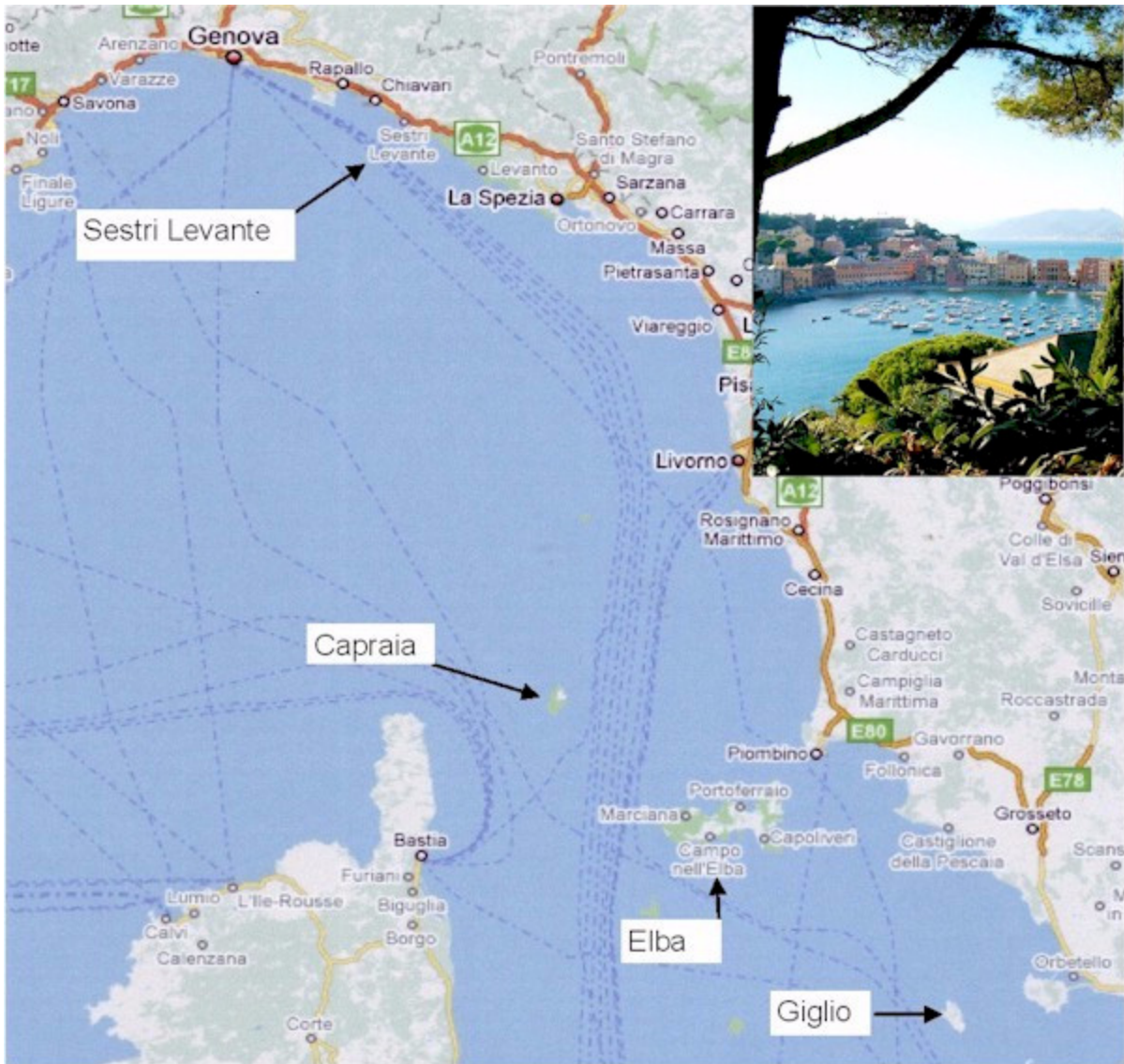
I say “was”, because unfortunately she was dismantled in the 1950’s.

I wasn’t able to discover how my father became her owner, but I can assure you that his story is ... truly remarkable!!

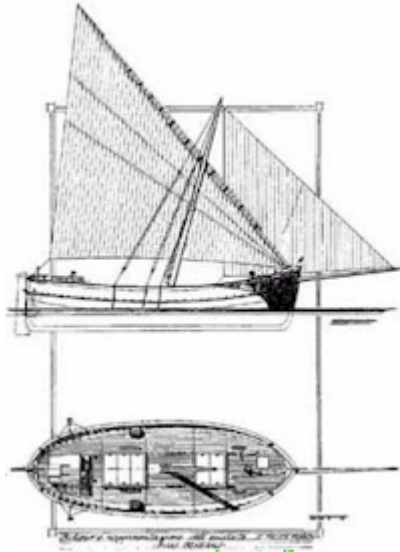
Work

He was born in 1902 in Sestri Levante, a small fisherman’s village on the Ligurian Riviera, where the only possible type of work was provided by the sea. ...

With his brothers Amerigo, Nicolò and Angelo, he founded a small business of trading on the Ligurian sea, at first, a very short coastal run to the islands of Capraia, Elba and Giglio.



Sestri Levante (insert) and the three trading destinations



When he started, the trade was carried on by a "Leudo", the traditional Ligurian cargo boat.

Over time, he and his brothers switched to slightly larger boats until they were finally able to afford a real cargo schooner (more precisely a barkentine). They purchased this boat, built in 1914 by the Terizzano yard in Imperia, in 1935, from the famed Italian yachtman, Giuseppe Roggero, changing its name from *Cora V* to *San Marco II*.



1937: San Marco II, ex- Cora V

With this ship they managed to reach Sardinia, Sicily and even Gallipoli and Santa Maria di Leuca on the heel of Italy, in the Ionian Sea, never using any other kind of propulsion than wind and sail, and always trading traditional Ligurian products, such as wine and olive oil..

During the War, the Italian Government requisitioned the boat and, after having equipped it with engine, propeller and a military garrison, used it to carry supplies to the Italian army in Africa, leaving my father in command - all this with a 1914 barkentine! I even found some

original logs in which they describe all the routes and precautions taken to approach the coast by night, always choosing a different and often unknown place to unload... with the obvious result of getting beached continuously on sandbars and rocks.

During one of these missions, weakened by many leaks along the keel, *San Marco II* finally foundered. After ensuring the safety of his crew, my father was the last to leave the ship, with the deep sadness with which a captain leaves his ship.

My father and his brothers were put on trial by the military authorities, charged with having deliberately sunk the ship. Fortunately, thanks to the testimony of a German officer who was aboard, their good faith was recognized and they were acquitted.

At the end of the War, the Italian government, proposed to the three brothers, as compensation for the loss of *San Marco II*, the purchase of a Liberty ship at a knock-down price.

It was one of those ships that the U.S. government had built to transport supplies to the Allies. They were the first ships to be welded rather than riveted. According to the builders, they were not intended to last for more than the one-way trip over.



1950 –San Marco IV (ex Henry R. Schoolcraft) in the bay of Sestri Levante

Surprisingly, they proved to be very robust, and managed to sail for a much longer time!

With this ship, my father and my uncles pushed themselves to the ocean routes and, for a short period, they brought their trade as far as the American coasts.

But the small family-run shipping company could not sustain the pace of the times.

Out of nostalgia rather than for profit, they returned to their origins and traded again with one of their previous *leudi*, first named *San Marco* and then changed to *Dominica Nina* in honour of their mother. She is the last of the *leudi* and is still floating today, under the protection of the Ligurian boat heritage organization. (There is a short history of her at:

http://www.modellismo-navale.it/monografie/leudi/l_dominica_nina/l_dominica_nina.html.)



Above: 1951 - under sail with the island of Giglio in the background. My father is on the left, his brother Nicolò is at the helm, and on the right an unknown member of the crew.



Right: 1951 San Marco / Dominica Nina

Racing

With his earnings, my father and one of his nephews founded a small engineering company (still alive now) and also bought his first pleasure craft. She was a Six ... and, not coincidentally at all, she bore the same name as the original name of his barkentine, but with a different number: *Cora III*. In fact, her seller was the same Giuseppe Roggero as for *Cora V*.

Roggero had first commissioned *Cora III* and then *Cora IV*, the first boat to introduce the genoa jib (see the article "Sailmaker: Raimundo Panario" at p. 18 of last year's issue of this newsletter).

In 1933, she was owned by a certain G. Inga and perhaps later by an Ing. Gaetano. (The names are suspiciously similar.) The 1936 Lloyd's merely lists her as being at Genoa.

As with his preceding *Cora V*, my father renamed her, this time *Colibri* (meaning: "humming-bird"). With her, he began to race for the first time, also using her for cruising the Ligurian sea and for day outings with the family as attested by the preceding photos.

Our story is now arriving to the 1950's.

Colibri's condition was such that she wouldn't have been able to last very long without an expensive renovation.

By this time, my father had become keenly interested in racing. Since there was no longer any Six Metre class racing in the Genoa area, he began to set his sights on the rapidly expanding

R.O.R.C. class, better adapted to overnight racing than the Six Metre with its spartan accommodations.

In the late 1950's, in what may be the only instance of a Six evolving into another class boat, my father dismantled *Colibri* in order to save the parts that were still in good condition, such as the keel and the mast, and used them to build a new Class III RORC racer. Since she was a reincarnation of his Six, he gave her the name, *Colibri I*.



1961: Colibri I racing

With this boat, he won many races. The regattas were often arranged by "Yacht Club Tigullio" in Santa Margherita Ligure (next to Portofino) and the crew was always composed of friends and relatives. The races made him very well-known in Italian yacht racing circles, to the point that he was engaged as a skipper by the owner of *Boomerang*, a Class I RORC yacht, which he raced with excellent results in the well known "Giraglia" regatta.



1970: My father, lower left, at the wheel of *Boomerang* during the Giraglia

My father commissioned two more ocean racing yachts: first ITA 2654 *Colibri II* a Class II R.O.R.C in 1964 and then in 1967 a One Tonner ITA 4572 *Colibri*. Both of them were designed by his nephew Gian Marco.



1965: Colibri II racing

With these boats, thanks to his extensive experience at the helm, gained over years and years of trade on sailboats and to his knowledge of the winds at any place a regatta might take him, my father excelled in the *Winter Regattas* of Genoa and in many editions of the *Giraglia* race.

But his favourite boat during the rest of his life was always his beloved first old Six Metre.

Despite all this racing, he didn't forget his family!

Every summer, he brought us along on his cruises and made us discover the wonders of the Tuscan Islands and the French Riviera, injecting in us a passion for sea and sail.

Family

In 1970, he bought us a small dinghy of the "Strale" class (similar to a 4.70), with which we raced in our first regattas and which is still used by our sons!



1979: my wife and I (above and to the right)



2007: our sons Niccolò and Benedetto

In 1989, at the venerable age of 87, our father accompanied us on cruise on *Colibri* to the island of Porquerolles (just east of Toulon, France) for the last time.

And no one dared take the helm from his hand!



1989 – My father, Vittorio, and my son, Niccolò, at the helm of *Colibri*

After having inherited such a passion for sailing, how could I remain without a boat?

After an endless search for the “right” boat, worthy in some way to continue the glorious series of those of my father, I had the chanced upon another *One Tonner* (this one strictly wooden too): Z 6558 *Pilsì*.

Pilsì is a glorious boat, designed by the famous French architect Andrè Mauric, for the One Ton Cup race in Marseilles in 1976. (*Editor’s note:* The One Ton cup, originally called the Coupe Internationale du Cercle de la Voile de Paris was a Six Metre trophy from 1907 to 1962.)

Pilsì was built the Swiss Chantiers Herman Egger, which also built Mauric’s two Twelves, France I and France II – and also the 1982 Olin Stephens II Six Metre, SUI 78 *Gitana Senior*. Since Mauric never built a Six, readers of this newsletter may be unaware of him. The Web site

<http://mauric.classic-yachting.com>

is devoted to his work. By clicking on the heading “Les voiliers d’André Mauric”, one can see my boat.

Both following the example of my father and in memory of his entire career, my boat has been partially re-named *Pilsa - Colibri*.

Despite being the owner of a beautiful classic yacht, I often take the time to visit my friend’s Cesare Sangermani’s boatyard in Lavagna. There I can admire *Mizar III*, the Olin Stephens II Six that his father built in 1947. It is in a perfect state of preservation. Might it be the one to bring to life my dream of some day sailing a Six again - this time, my own?

Marco Piaggio and family



The skipperettes of Alarm

Histories of old yachts are each unique, but they can all provide glimpses of the technical, social and economic aspects of the vessels’ places and times. If she was an especially pretty boat, her story gets better. Add some colorful owners or crew and the tale can take on a life of its own.

Such a boat was N 66 *Alarm*, a thoroughbred of the International Six-Metre class. Crafted in Norway and delivered to Seattle via Long Island Sound and Lake Ontario, **Alarm** (ex. *Vema IV*) embodied all that was current in the construction and rigging of racing yachts at the dawn of Six-Metre racing in the Northwest. “State of the art” doesn’t describe it. There was a lot more science to it than that.

Produced by renowned designer/builder Bjarne Aas (pronounced “ohs”), her first owner, shipping magnate Georg Vetlesen, christened *Vema* in 1937 and almost immediately shipped her to New York to prepare for the Seawanhaka Cup racing at Oyster Bay. By mid-June the *New York Times* reported that she was racing with the Six-Metre fleet there. Vetlesen didn’t qualify for the Seawanhaka Cup but, with an uncertain situation looming in Europe, he decided to leave the boat in America at the end of the season. Newspaper reports indicate that he raced her on this side of the Atlantic in 1938 and 1939 including the Prince of Wales Trophy races in Bermuda to start the 1938 season.



N 66 *Alarm* and N 22 *Oslo II*
(Courtesy of Joseph Scaylea)

Six-Metre racing waned in 1940 and in November, *Vema IV* was sold to Allan Parker of Youngstown (N. Y.) Yacht Club and re-named *Alarm*. The following season Parker donated a silver bowl, the Alarm Trophy, to promote the class on Lake Ontario. The yachting press was delighted when the bowl was won by none other than *Alarm* herself in 1945 "...sailed by a 21 year-old skipperess, Miss Josephine Parker, daughter of the donor of the cup...". A headline read; "Smart Skipperette Wins Alarm Trophy".

The caption to the accompanying photo (left) specifies that she is wearing "perforated muslin".

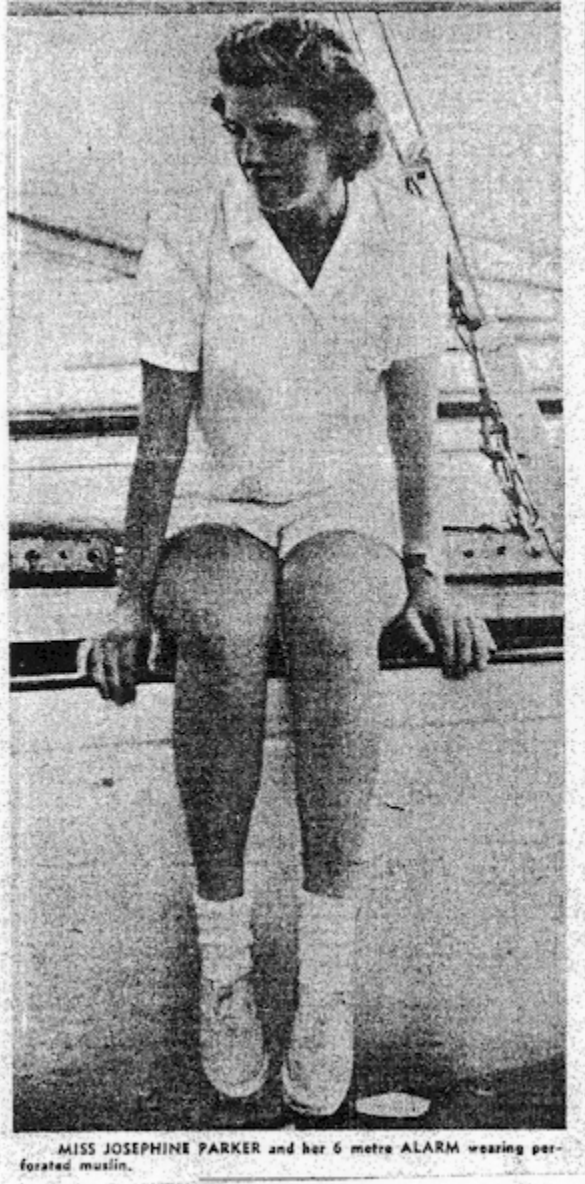
Skipperettes or skipperesses, capable women appear throughout *Alarm's*



story. Upon her arrival in Seattle in 1948, Mrs. R. S. Elliott, Jr. of Bellevue, Wash. was listed as her owner. Ray Elliott was instrumental in building up the Six-Metre fleet to the Pacific Northwest and imported a number of the boats in the 1940's and 1950's. The Elliotts owned her only briefly, selling the boat to C. D. "Cully" Stimson in 1949. Cully raced the boat with the growing Six-Metre fleet on Lake Washington taking old pals Swift Baker and Ellis Provine along for the ride. He sold the boat to Baker and Provine in 1952.

Alarm did well wherever she raced but nothing particularly spectacular until she was sold again, this time to a trio of young Seattle sportsmen in 1958. Headed up by skipper Harry McGuane

and joined by William Teeter and Kiefer Fobes, the syndicate injected a new spirit into the red racer. After a bit of lake racing, they headed up to Victoria and won the North American Championship against a tough fleet.



(Reprinted through the courtesy of the Seattle Yacht Club, in whose monthly publication, *The Binnacle*, it first appeared.)

Matt Cockburn recently sold his Six, the Olin Stephens II *Buzzy III*, and is president of the ISMA Classics Committee. **J. Scott Rohrer** is a former owner of Sixes and curator of the Seattle Center for Wooden Boats' 40 ft. loa Universal Rule R-boat *Pirate*. **Skip Doyle** raced Sixes on Lake Ontario for many years and owned *Fun* and *Mood*, then named *Firecracker*.

Foredeck specialist Dick Hanson joined the trio and they campaigned the boat through the period of greatest growth of the Northwest fleet.

Alarm was a regular member of the U. S. team that usually dominated the Canadians in the international team races for the Barrel Trophy. In 1963, she sailed the team race short-handed, lost a spreader and was only able to carry her mainsail on one tack. She held on, just beating the last Canadian boat to get the points needed to take the series from the Vancouverites.

In the early Seventies, *Alarm* once again ably represented the distaff when another female skipper, Ms. Emily Teeter, organized an all-female crew and drove the boat like a pro. This was *Alarm's* last racing crew.

Heavily ballasted and lightly built, Six-Metres were never intended to race for more than a few years and, by the time the fleet had assembled here, many were already showing structural problems. Despite the best efforts of loving owners and skilled boatwrights, some of them have fallen by the way side. Sadly, *Alarm* was cut up at Sidney, BC in the late 1980's.

Evaluate your Six's rating yourself

There are a number of situations where a classic Six Metre owner may wish to evaluate the rating of his boat himself, e.g. he may wish to perform his own measurement, before an official measurement, so as to be able to check the measurer's results.

This article aims to help him. It assumes that the existing waterline is known, as shown either by the usual marks or by the traces on the hull after a season afloat. It assumes also that the boat is level on the plane of its waterline.

The measurements entail finding 22 points and measuring 19 lengths. They can be performed by one person in less than a day.

I. Reasons for wishing to evaluate the rating oneself

There are four possibilities concerning the status of a measurement certificate and waterline marks on the hull:

		Certificate exists	
		Yes	No
Marks exist	Yes	Case A	Case C
	No	Case B	Case D

For each case, an owner might wish to measure his boat:

Case A: if the boat no longer floats on her marks, so as to see if she will still measure as a Six,

Case B: so as to see where the original marks should be and if the boat will still measure,

Case C: so as to fill out a preliminary measurement certificate which corresponds to the marks. If the boat no longer floats on her marks, to see if she will still measure as a Six – and, if so, how much sail area is allowed,

Case D: so as to see if the boat measures as a Six and how much sail area is allowed.

A.

Case A

In this case, one must simply measure the vertical distance between the triangular mark and the existing waterline. If the distance is less than 50 mm., the boat will still measure (see Class Rule, Appendix A, rule A3.h.ii)

B.

Cases B, C & D

In practice, each of these cases involves performing the full measurement as outlined in this article.

II. Excel tables provided for the calculation

The calculations used in this article are those described in the 2007 version of the Class Rule (the Third Rule) available at:

[http://www.sailing.org/tools/documents/6m2007_CR_080607-\[4259\].pdf](http://www.sailing.org/tools/documents/6m2007_CR_080607-[4259].pdf)

Usually, boats which measure under the Second Rule also measure under the Third Rule.

Those parts of the Rule which concern the spars and sails are not covered by this article.

Insofar as possible, all the cells in the tables contain a reference to the article in the Class Rule on which they are based (see the three columns entitled "Sources from the Class Rule"). In some cases, the references specify the paragraph and line numbers.

The tables used for the calculation are in the form of an Excel notebook available at <http://www.classic6mr.info/technical%20notes.htm>. They are:

1. Codes used in the tables which follow

It explains the colour codes assigned to all the cells of the tables.

2. Points on the hull used for the rating

It is only at the time of an official measurement that the permanent marks are placed on the hull – and on both sides of the hull.

To save time during this "do it yourself" measurement, the approach taken in this article assumes that the hull is symmetrical. The reader is instructed to place marks on only one side of the hull. This involves finding 22 points on and off the hull.

In several places in the calculation of the rating, the Rule assumes that one has measured the hull on both the port and starboard sides. For these cases, the Excel tables use the same value for both sides of the hull.

Similarly, for the bow and aft chain girth measurements, this article instructs the reader to only measure the chain girth on one side, i.e. half the complete chain girth. The Excel tables double these half chain girths as necessary.

3. Lengths and displacement for calculating the rating

One must next measure 19 lengths (in metres) based on these points – and, if possible, weigh the boat (in metric tons).

It is also possible to use Imperial measures (ft., sq. ft. & cu. ft.), expressed as decimals. In this case, the rating is "19.67" (3.2809 feet per metre x 6) rather than "6".

Once these measurements have been entered in this table, all your work is done! The Excel tables take over and perform all the necessary calculations

4. Two pass or fail tests

This table performs the two tests which are pre-requisites for a boat to rate as a Six. Both concern L 2, whose position is denoted by the aftmost rectangle and circle on the hull.

5. Calculation of the L term of the rating formula

This table produces the value for the “adjusted length” (L). It involves three principal calculations, followed by those for 5 penalties. They extend over four pages:

- i. Extended waterline length
- ii. Bow chain girth difference
- iii. Stern chain girth difference
- iv. Possible girth difference penalty (P₁)
- v. Possible penalty for insufficient beam for yachts built after 1937 (P₂)
- vi. Possible penalty for excess tumblehome (P₃)
- vii. Possible penalty for excess draught (P₄)
- viii. Possible penalty for insufficient displacement (P₅)

The resulting value for L is then carried forward to the next table.

6. Calculation of the maximum allowable sail area as a function of the hull parameters

This table calculates two other terms (d and F) and then relates them, along with L, to the rating of “6”. Based on this relation, it then calculates S, the maximum allowable sail area, as its final result (see sample table below).

The calculation of the sail area starts with the equation for the Third Rule:

$$(1) \quad 6 = \frac{L + 2d + \sqrt{S} - F}{2.37}$$

The diagram in Table 6 presents the equation as individual fractions.

$$(2) \quad 6 = \frac{L}{2.37} + \frac{2d}{2.37} + \frac{\sqrt{S}}{2.37} - \frac{F}{2.37}$$

The measurements and the ensuing calculations will have provided values for $\frac{\sqrt{S}}{2.37}$ all the terms except $\frac{\sqrt{S}}{2.37}$. Table 6 then re-writes the equation in terms of $\frac{\sqrt{S}}{2.37}$, so as to be able to eventually solve the equation for S, thus arriving at the maximum allowable sail area:

$$(3) \quad \frac{\sqrt{S}}{2.37} = 6 - \frac{L}{2.37} - \frac{2d}{2.37} + \frac{F}{2.37}$$

Multiplying both sides of the equation by “2.37” gives:

$$(4) \quad \sqrt{S} = (2.37 * 6) - L - 2d + F$$

Multiplying out the term (2.37 * 6), gives:

$$(5) \quad \sqrt{S} = 14.22 - L - 2d + F$$

Finally, both sides of the equation are squared, thus yielding a form which gives the value of S:

$$(5) \quad S = (14.22 - L - 2d + F)^2$$

which is the calculation used to arrive at the maximum allowable sail area.

Rating
6

$6 = \frac{L}{2.37} + \frac{2d}{2.37} + \frac{\sqrt{S}}{2.37} - \frac{F}{2.37}$
Equation (2) of the article "Evaluate the rating of your Six"

$\frac{\sqrt{S}}{2.37} = 6 - \frac{L}{2.37} - \frac{2d}{2.37} + \frac{F}{2.37}$
Equation (3) of the article "Evaluate the rating of your Six yourself".

$\sqrt{S} = (2.37 * 6) - L - 2d + F$
Equation (4) of the article "Evaluate the rating of your Six"

$S = (14.22 - L - 2d + F)^2$
Equation (5) of the article "Evaluate the rating of your Six yourself".

		Rule	
Article	Paragraph	Line	
			L = extended waterline L = 8,360
			2d = chain girth difference
			+ CG @ d _p = 1,829
			- SG @ d _p = -1,762
			Port chain girth difference : 0,067
			+ CG @ d _s = 1,829
			- SG @ d _s = -1,762
			Starboard chain girth difference : 0,067
			d = The sum of the port and starboard differences : 0,134
			Multiplier = 2 : 2
			2 d = Chain girth difference used for the rating : 0,268
			- F = freeboard
			1. Raw freeboard data
			F f : 0,498
			F d : 0,530
			F a : 0,587
			2. Adjustements to the raw freeboard data
			Is F f more than 20% greater than F d ? no
			Is F a more than 95% of F f ? yes
			F a : 0,498
			F d : 0,530
			F 2 (manually overridden) : 0,587
			Average corrected freeboard : 0,538
			Maximum allowable freeboard : 0,780
			Freeboard used for the rating : 0,538
			S = sail area
			Maximum allowable S = 37,58 m²

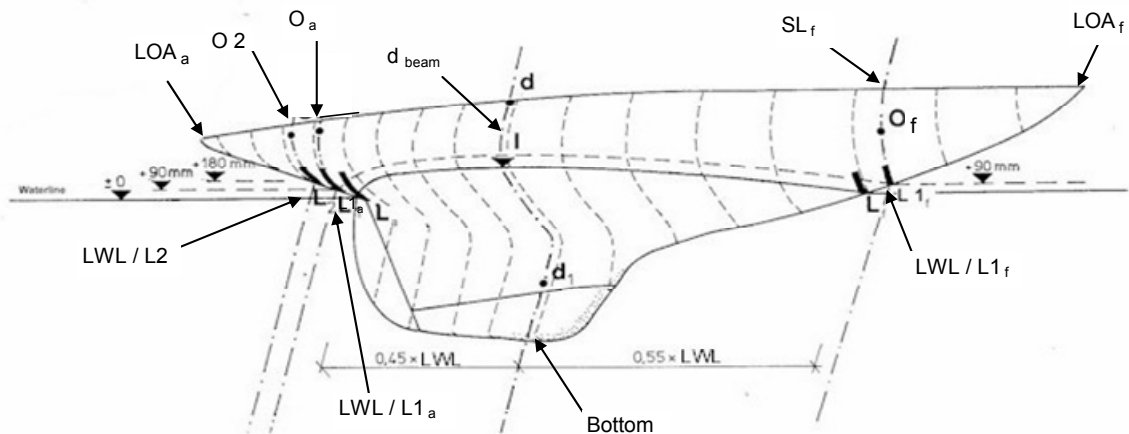
7. ISMA Measurement Certificate format

This table presents the measurement data in the format defined at article M29 of the Class Rule.

Name of yacht :		Michel Selig	
Year :		1935	
Designer :		Reinhard Drewitz	
Measurement year :		2008	
Units :		Metres	
	Overall length		10,178
Add {	Overhang Forward to L ₁	0,665	
	Overhang Aft to L ₁	1,993	
Subtract	Total Overhang		2,658
	Measured Length		7,520
Subtract {	Girth at Bow	0,760	
	Twice Vertical Height at Bow	0,600	
	O. at Bow	0,180	
Add	1½ O. at Bow		0,270
Subtract {	Girth at Stern	2,194	
	Twice Vertical Height at Stern	-0,994	
	O. at Stern	1,200	
Add	any penalty at O ₂	0,000	
Add	⅓ O. at Stern		0,400
	Penalty (Beam)	0,000	
Add {	Penalty (Tumblehome)	0,000	
	Penalty (Draught)	0,000	
	Penalty (Displacement)	0,000	
	Penalties		0,000
CORRECT LENGTH, L.			8,190
Subtract {	Skin d to d ₁ Port	1,829	
	Chain d to d ₁ Port	-1,762	
	d Port		0,067
Subtract {	Skin d to d ₁ Starboard	1,829	
	Chain d to d ₁ Starboard	1,762	
	d Port		0,067
Add	d		0,134
Add	2d		0,268
Add	to find sum of Measurements		8,458
		Actual	Adjusted
Add {	Mean Freeboard Bow O	0,498	0,498
	Mean Freeboard Midship d.	0,587	0,530
	Mean Freeboard Stern O	0,530	0,504
	Sum of Freeboards		1,532
Subtract (⅓ sum)	FREEBOARD, F.		-0,511
	Sail area (m ²)		39,344
	√S		6,273
Total	of Measurements		14,220

III. Visualising the points and distances

Of the 19 points required to measure, the diagram below¹ shows those that are used to measure the 14 distances.



IV. Tools & supplies:

The tools and supplies needed depend partly on the type of floor on which the boat is stored. This may be dirt, rough concrete or smooth concrete.

The tools common to all three types of surface are quite simple:

- masking tape and ball point pen,
- tape measure and, if possible, a laser measure,
- bubble levels : one @ 20 cm. and one @ 80 cm.,
- electrical tape,
- plumb bob,
- 2 straight edges, one 1.5 m. long and the other 3 m. long,
- a big right angle, at least 60 cm. on a side
- some small rectangular pieces of cardboard,
- something to stand on to reach the top of the covering board

The tools and supplies that vary have to do with marking points on the floor.

A. Concrete floor

If the floor is smooth enough so that masking tape or electrical tape will stick to it, you will only need a fast drying liquid to clean the small area where each strip of tape will be applied. Acetone should work.

If the concrete is too rough for tape to stick, one solution is to use the white liquid formerly used to correct errors on a page of typescript. First clean the spot with acetone, then apply the "white-out", but make sure that it has hardened before placing the mark.

B. Dirt floor

¹ By the kindness of its authors, the diagram is reproduced from page 20 of the first book to be written about Sixes: Ingvard Liewendahl, Harald Aftan and Pekka Barck, *Sexornas Jakt* (Finlands 6mR – förbund r.f., Hellsinki 1994). It is in Swedish.

It's impossible to sink a nail at a precise point on a dirt floor. Pebbles in the soil will deflect the nail.

To set a string on a dirt floor, one needs to form an "I" with three strings and four nails. The strings corresponding to the top and bottom of the "I" do not need to be placed accurately. The third string, corresponding to the vertical portion of the "I", loops around the other two, thus permitting accurate positioning. And use rolling hitches to adjust the tensions of the strings.

For working on a dirt floor, you'll need a hammer, a box of 5 cm. long nails, several tens of metres of string and scissors.

You'll also need straight pins which you'll stick through the string to mark a position.

To measure from a point on the hull, the easiest way is to drive a small nail into the hull at the point. If you wish to avoid doing this, you can use electrical tape and cardboard, for example, to:

- establish a point on the hull, against which you can push the straight edge,
- fix the plumb bob string on the covering board,
- and even hang the plumb bob from the bottom of the hull.

V. Precision and accuracy

A Six Metre rating is expressed with a precision of three decimals, which implies an accuracy to the nearest millimetre of each length measured. This is pure fantasy. With the variety of conditions under which Sixes are measured, this level of precision is illusory.

First, it doesn't much matter. One less millimetre in the rating amounts to a reduction of the sail area by the equivalent of a square 14 cm. x 14 cm.

Second, with variations in temperature and humidity, the boat's dimensions vary by more than a millimetre and so does the measuring tape.

Accuracy is expressed as a margin of error, e.g. ± 4 mm. As one goes through a step of measurements, the margin of error becomes cumulative. The margin of error of the first step needs to be added to, or even multiplied by, that of the second, etc. To be accurate to a millimetre, one needs to measure in microns and then achieve an accuracy of at least ± 500 microns.

Accuracy also depends on consistency. This implies comparing multiple measurements. For a Six, one would need to have different people doing the measurements several times over at least a year under different conditions of temperature and humidity. The accuracy would be the range of their results.

Independent of the skill of the person doing the measuring, the inherent accuracy of a Six's rating is perhaps ± 0.005 , i.e. from 5.995 to 6.005.

In conclusion, the measurements should be taken carefully in an effort to achieve a repeatability of ± 2 mm. If you are successful in achieving this level of precision, the results are likely to be more accurate.

VI. Finding the points and measuring the lengths

Because of the hull's curves and the fact that the boat is resting on its keel, it is necessary establish a line parallel to the boat along which the measurements are taken. Measurements made on the boat then need to be projected out to the parallel line on perpendiculars.

When actually measuring, one has to juggle a bubble level, a straight edge and the string of a plumb bob.

Both tasks are tricky. Here are some hints on how to do both of them.

A. Perpendiculars

To establish a perpendicular, you must define a rectangle, alongside the hull, parallel to the centreline. The forward and aft corners of the rectangle must be equidistant from the centreline. For the rectangle to be correct, its diagonals must be equal.

The figure below shows what not to do.

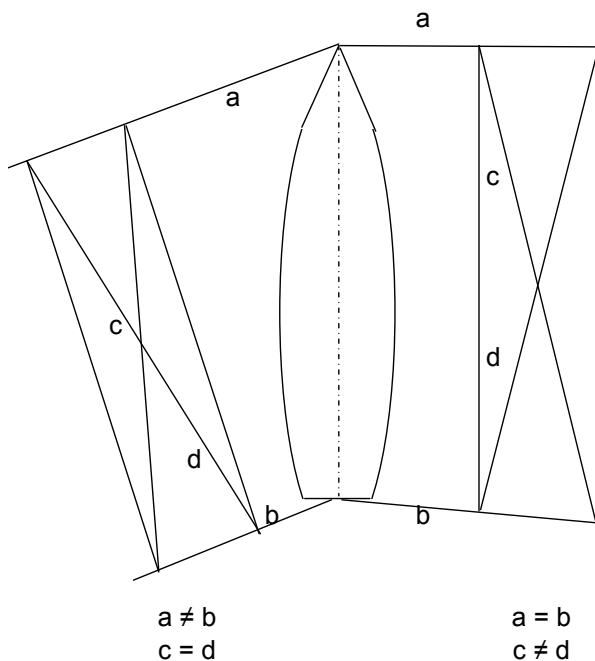


Figure 1. Two ways to get the perpendiculars wrong

B. Juggling

The trickiest measuring involves measuring both the horizontal distance and the vertical height of a point off the hull.

This entails putting a mark on two pieces of masking tape, one stuck to the straight edge and the other wrapped around the plumb bob string – while holding the straight edge level (see Fig. 2 below). This is impossible for a single person.

The trick here is to create temporary local “measuring tapes”. One pre-marks the two pieces of masking tape with numbered marks about 5 mm. (1/8”) apart. When everything is aligned for the measurement, one mentally notes the “mark numbers” closest to the intersection – marking the exact point on the masking tape afterwards when one’s hands are free.

To get to the point of juggling a straight edge and a plumb bob string, one has to proceed by steps, answering a series of questions:

- Where do I need to place the level on the straight edge so that I can see the bubble and the masking tape at the same time? (The level is then taped to the straight edge with the electrical tape at the correct position.)
- Where do I need to place the masking tape so that it runs across the intersection?

In all there are six steps, each involving setting up and sighting and then placing the straight edge back on the ground to stick, mark or measure something.

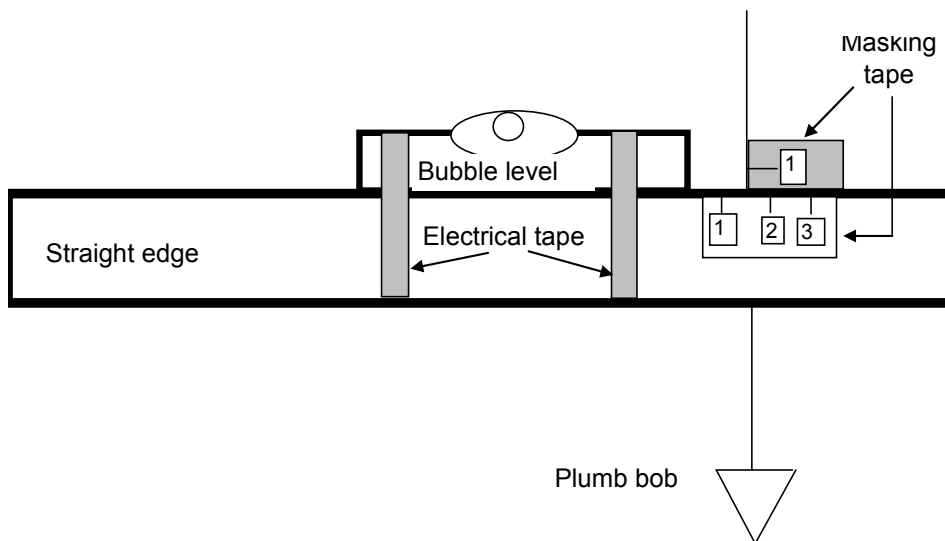


Figure 2. Juggling to measure horizontally and vertically

Good luck – and be patient and meticulous!



Builder: Wilhelm (Willi) van Hacht

The overwhelming interest of admirers of Sixes today is on boats that were built during the period 1930 – 1952. Similarly, they tend to focus on the famous and successful designers of this period such as Olin Stephens, Tore Holm, Bjarne Aas and Johan Anker. In Germany, Henry Rasmussen commands a similar rank.

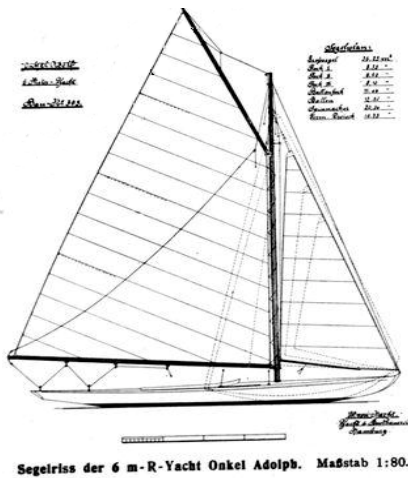
However, if one looks at the time immediately following the development of the International Rule, there is one designer who, although his fame lives on to a certain degree in Germany, has fallen

into total oblivion at the international level.

He also happens to be the most successful and creative technical designer of the Six Metre class of the time before the 1st World War - Wilhelm van Hacht.



On 1st November 1863, his grandfather Michael van Hacht took over the boatyard of Fritz Pantelmann just north of Hamburg



Because of his father's poor health, he took over the yard directly from his grandfather in 1895, a year before this latter's death.

Willi van Hacht found repairing boats boring, so he concentrated on new construction. In 1890, he received his first order for a sailing yacht, *Aeolus*. She was 7m. long, with a beam of 2 m. Her success was such that he was soon commissioned to design and build a larger boat, *Gefion*, which went on to win many races.

Another of his best known early yachts was the "skimming dish" type dinghy, *Butt*, 22 ft long, with 9 ft of beam and carrying 34 m² of sail with a sloop rig.

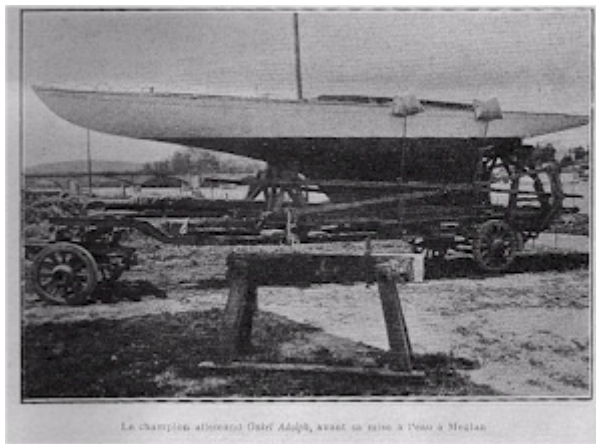
on Lake Alster under the new name Van Hacht.

Young Willi was born on 26th February 1870. He trained under his grandfather and then was associated with him for a long time. They worked on the construction and repair of workboats, including steam powered ones, used on Lake Alster and in the port of Hamburg.



Butt's successes extended beyond Lake Alster to the Elbe River, south of Hamburg, thus establishing van Hacht as a sought after builder of cruising and racing yachts.

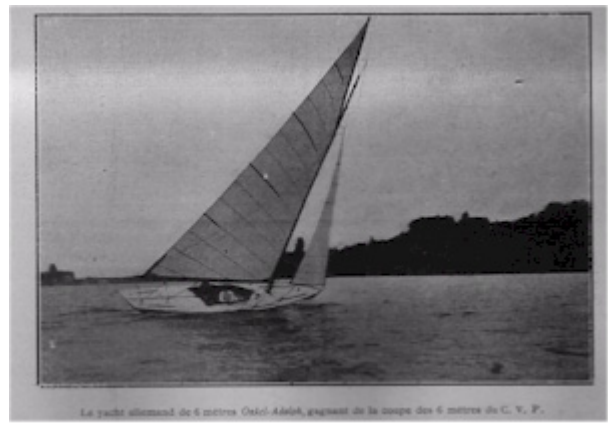
A yacht designer and builder needs customers who are constantly seeking greater speed, allowing him to evolve and innovate, improving his designs. In this regard, van Hacht was well served, for he had Germany's best known sailors among his clients: Crown Prince Wilhelm of Prussia, Prince Heinrich of Prussia, the Hamburg shipowners Albert Ballin, Friedrich Kirsten and the brothers Krogmann, Otto Protzen of Berlin and many others.



For Krogmann, van Hacht designed and built an incredibly long series of “Sonderklasse” boats, from *Tilly I* to *Tilly XVIII*, which won the Samoa Cup, donated by the Emperor, in 1906, 1911 and 1912, as well as many of the German-American regattas which began in 1906.

What he achieved for Krogmann in the “Sonderklasse”, he more than exceeded for Fritz Kirsten, first with the “6 Segel-Längen” class and then with Sixes.

With the van Hacht designs, *Onkel Adolph* (a.k.a. *Onkel Willy*) in 1907, *Windspiel I* in 1908, *Windspiel XII* in 1909 and finally *Windspiel XIII* in 1911, Kirsten



– and by extension, Germany - dominated the first years of the One Ton Cup competitions, the most important Six Metre trophy of the time.

Regularly, Kirsten and his experienced crew won the Kieler week and similar competitions in France and Scandinavia. Even though the saying says that “success has many fathers”, it is safe to say that Willy van Hacht played a major role in these victories, a direct result of his continual search for ways to increase the speed of his yachts.

Despite the fact that he rarely skippered his designs in competition, van Hacht was recognised as one of the best racing helmsmen of his time.

LIST OF YACHTS OF THE INTERNATIONAL RATING CLASSES

Name of Yacht and Owner.	Builder. Designer.	Place and Date of Build.	Nationality.	Rating Class. Metres.
Elfe Bregenzer Segel Club	W. von Hacht <i>W. von Hacht</i>	Hamburg 1908	Austrian	6
Else Josef Ruder	W. von Hacht <i>W. von Hacht</i>	Hamburg 1909	German	6
Feinsliebchen V. Dr. W. Spindler	W. von Hacht <i>W. von Hacht</i>	Hamburg 1910	German	6
Geisha Moyua & Amezola	W. von Hacht <i>W. von Hacht</i>	Hamburg 1908	Spanish	6
Halve Maan Koninklijke Marine Jacht Club	W. von Hacht <i>W. von Hacht</i>	Hamburg 1910	Dutch	6
Hans Jürgen Paul Knopf	W. von Hacht <i>W. von Hacht</i>	Hamburg 1908	German	6
Harald IV. Arthur Duncker	W. von Hacht <i>W. von Hacht</i>	Hamburg 1910	German	6
Ina IV. Franz Pieckenhagen	W. von Hacht <i>W. von Hacht</i>	Hamburg 1910	German	6
Lotos II. R. Dürrwanger	W. von Hacht <i>W. von Hacht</i>	Hamburg 1909	German	6
Mara III. Adelbert Kurz	W. von Hacht <i>W. von Hacht</i>	Hamburg 1907	German	6
Mara V. Engelbert Kolb	W. von Hacht <i>W. von Hacht</i>	Hamburg 1910	German	6
Onkel Willy A. Frese & F. Lübbing	W. von Hacht <i>W. von Hacht</i>	Hamburg 1907	German	6
Schelm Robert Kirsten	W. von Hacht <i>W. von Hacht</i>	Hamburg 1909	German	6
Schelm Richard Dehne	W. von Hacht <i>W. von Hacht</i>	Hamburg 1908	Austrian	6
Schillebold Emil Frey	W. von Hacht <i>W. von Hacht</i>	Hamburg 1908	German	6
Schwalbe II. P. Wolf & — Grusewski	W. von Hacht <i>W. von Hacht</i>	Hamburg 1909	German	6
Va Via L. Kupelwieser	W. von Hacht <i>W. von Hacht</i>	Hamburg 1909	Austrian	6
Windspiel XIII. F. Kirsten	W. von Hacht <i>W. von Hacht</i>	Hamburg 1910	German	6

Collage of von Hacht built yachts from the 1910 Lloyd's Register of Yachts
(courtesy of Noël Gruet)

The War and the following years brought an end to the golden years of German international yacht racing competition. During this period, van Hacht concentrated on a variety of dinghy designs, small "Kajüt" boats and other German national classes. Because of the favourable (neutral) climate offered by Sweden, German cruising yacht classes tended to develop along Swedish lines.

By 1930, German yachting was once again able to compete at the international level, led by van Hacht's 30 m² Skerrycruiser *Michl V*, with her long string of victories in the German-American series, Kieler

week, Sandham and other European regattas.

Wilhelm van Hacht died in April 1931 from heart illness. His widow, Anna van Hacht, continued on as proprietor of the yard, with their son-in-law, Hans Hamann, until then a technical designer for the yard, as general manager.

Van Hacht designed at least 42 Sixes and built 22 of them. These boats won every major competition of their time. He deserves to emerge from today's oblivion and to be remembered as one of the greats of the class.

Sixes built by Willy von Hacht

Names	Year	Exists today?	Designer	First Owner	Later owners
Alraune, Lotos II	1909		Hacht	R. Durwanger	
Anita, Onkel Adolph, Onkel Willy	1907		Hacht	?	
Atchepou	1913		Hacht	Synd.Singeloose	
Bajazzo XII	1914		Hacht	Otto Krogmann	
Bajazzo, Bitten, Hobomoko, Windspiel XVI	1912		Fritz Naglo	?	
Bayern, Makaria	1912		Hacht	Tutzing Y.C.	
Comtess II, Windspiel XIII	1910		Hacht	F. Kirsten	
Edelweiss	1911		Hacht	from Antwerp	
Edith IV, Hans Jürgen	1908		Hacht	Paul Knopf	
Elfe, Silberbaut II	1908		Hacht	Bregenzer S.C.	
Elga, Giulia II, Mare Nostro	1912		Hacht	Dr. W. Spindler	
Else, Rakete VI, Trix	1909	yes	Hacht	Josef Ruder	Kustermann, Hugo; Seitz, Ludwig
Emden	1914	yes	Hacht	?	
Eunike	1912		Hacht	Alexander E.Benachi	
Feinsliebchen VIII, Möwe, Wasserfee	1910		Hacht	?	
Filou, Harald III, Olly, Sigrid	1909		Hacht	Robert Kirsten	
Franzi, Johanna II, Preussen	1912		Hacht	R. Thieme	
Frechdachs	1910		Hacht	?	
Gavot	1914		Hacht	?	
Geisha	1908		Hacht	Moyna &Amezola	
Grane, Harald IV	1910		Hacht	Arthur Duncker	
Halunk	1913		Hacht	?	
Halve Maan	1910		Hacht	Royal Nederland YC	
Hans Jürgen III, Lore III	1912		Hacht	P.W. Knopf	
Harald V	1912		Hacht	H. Nordmann	
Ilse IV	1914		Hacht	W. Landhans + 1	
Ilse, Woge VII	1912		Hacht	?	
Ina IV	1910		Hacht	F. Pieckhagen	
Katja, Moll, Reineck, Undine, Wehdeking	1912		Hacht	?	
Kismet	1913		Hacht	?	
Kongo, Windspiel XIV	1910		Hacht	F. Kirsten	
Libia	1912		Hacht	?	
Mara III	1907		Hacht	Adelbert Kurz	
Mara V	1910		Hacht	Engelbert Kolb	
Satum, Schwalbe II, Windspiel XII	1909		Hacht	P. Wolf	
Schelm, Teresa I, Windspiel I	1908		Hacht	Robert Kirsten	
Schillebold	1908		Hacht	?	
Schneewittchen	1912		Hacht	?	
Thea	1912		Hacht	?	
Va Via I	1909		Hacht	L. Kupelweiser	
Windspiel XVIII	1914		Morgan Giles	H.F.Kirsten	
Windspiel XIXI	1913		Hacht	?	

Björn Storsberg is owner of *Aida* and a member of the ISMA Classics Committee.

Helmsman: Henrik Ramsay

The first helmsman chosen for this series of biographies does not necessarily rank among the greatest racing helmsmen of Sixes, but his fame extends in many other directions. He has been called the "Father of Finnish Sailing Sports". He was a successful business man, but he is best known as a writer and as a government minister during an exceedingly difficult period.

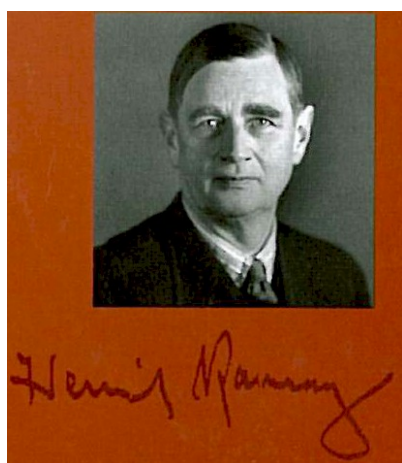


Image excerpt from the cover of *Sir Henrik saa Tehtävään* (*Sir Henry has a Task*) by Erkki Maasalo

Carl Henrik Wolter Ramsay was born in 1886 at Helsinki.

He was descended from the Scottish clan of Ramsay, led by the Earl of Dalhousie of Brechin Castle, Angus (U.K.). His ancestors immigrated first to Sweden and then to Finland in the 17th c.

Each time something important happened in Finland during his adult years, one finds him there.

Ramsay was too young to be a delegate to the first London Conference of 1906 which gave birth to the International Rule and the International Yacht Racing Union (IYRU). He did, however, attend one of the later meetings of the IYRU, along with the architect Gösta Kyntzell (architect of

the latest Six Metre reproduction to be built, *Sara af Hangö*).

For many years, he was a director of the Finnish Steam Ship Co.

In Finnish, he is referred to as Minister Ramsay, a title that goes back to his successful negotiation of the Anglo-Finnish commercial treaty of 1923 which provided an export outlet for Finnish butter.

In 1927, he was chairman of the Finnish Sailing Association.

Ramsay owned four Sixes:

- *Finn II* designed by Stenbäck, built by Åbo Båtvarf. Ramsay bought her in 1916 when the value of first rule Metre yachts was low.
- *L 10 Svalan* (*Swallow*) designed by Stenbäck and built by Blekholmens Båtvarv in Helsinki in 1924 which was broken up in 1986
- *L 6 Renata*, an Estlander design, built by Arthur Magnus Pettersson in Helsinki in 1927.
- *L 17 Arneta*, designed by Einar Olofsson and built by Åbo Båtvarv in 1936 – and owned today by Kristoffer Öström of Helsinki

In the commemorative volume celebrating the centennial of its founding in 1861, the prestigious Helsinki yacht club, the Nyländsk Jaktklub (NJK), of which Ramsay was a member, selected *Renata* as one of the 17 most remarkable yachts in its history.

Readers who have access to a copy of *Sexornas Jakt*, the first full length book on Sixes, can find construction plans of *Renata* on the two inside covers. *Renata's*

designer, Gustaf Estlander was a notoriously difficult person who became fed up with Finland and moved to Sweden. *Renata* was designed after Estlander's move. It is said that Ramsay was the only person in Finland with whom Estlander was willing to work.

It was at the helm of *Renata* that Ramsay successfully competed at Sandhamn in 1928. Unfortunately, he was barred from competing in the Scandinavian Gold Cup because of an unusual complication. The rules required that the architect of the boat representing a country be of the same nationality as the country represented. Since Estlander had adopted Swedish nationality, *Renata* wasn't allowed to compete. This followed the incident two years before when Estlander had won the Gold Cup for Sweden with his *S 37 Råven*, but was subsequently stripped of its title when it was discovered that some of her drawings had been executed while he still had Finnish nationality.

Ramsay's most famous sailing book *Sommar och Segel (Summer and Sail)* was published in Swedish in 1945. It is considered to be the most beautiful and well written sailing book ever written in Finland. His fine humour, his thorough knowledge of history and his precise recollections of exciting sailing adventures render it memorable.

Ramsay was also the subject of books on sailing.

Ramsay's most prized crew-member on *Renata* was J.O. Söderhjelm, who later became Minister of Justice in Finland. His recorded his souvenirs of Ramsay as a sailor appeared in *Henrik Ramsay, Minnesskrift*, published soon after Ramsay's death.

He wrote that once at the helm, Ramsay would become very strict. All unnecessary talking was forbidden, with

the crew even having to ask permission to eat. He would steer from the leeward side holding a wet unlit cigarette which the crew members would occasionally try to re-light. Curiously, he never seemed to wear enough clothes and he was often seen to be shivering. Among the crew members, it was only Julius Horst who would be allowed tell Ramsay about movements of near-by yachts.

While partially dismantling *Renata* for a restoration, a subsequent owner discovered some metal pots hidden behind the inner planking. These were almost certainly meant for smuggling 90° alcohol from Sweden during Finland's Prohibition.

The famous Finnish author Björn Landström accompanied Ramsay on a cruise of the Turku archipelago on Ramsay's great sloop *Regina*. Landström recorded the events in his book *Regina och Gullkronan* (1951). It was on a similar cruise that Ramsay died at Visby on the Swedish island of Gotland at age 65.

As for Ramsay's most well known period, it started when, as a leading member of the Swedish People's Party, he entered the Finnish government in 1941.

In 1943-44, Finland, represented by Ramsay who was then Foreign Minister, was caught between the Nazis and the Soviets, both of whom applied extreme pressure to have Finland support their side. If Finland stood out during the Cold War as the only European neighbour of the Soviet Union to have escaped the Iron Curtain, it may partly have been due to Ramsay's tactical efforts during this period. No friend of Nazism, he chose Germany as the lesser of two evils.

After the war, when the Soviet Union applied pressure on Finland, it did so both as a weighty threatening neighbour and also with the illusion of legitimacy

conferred on it by being one of the Allied Powers, along with France, Great Britain and the United States,. In 1947, pressure was applied to have the government punish Ramsay for having spurned the

Kyösti Helin and **Valentin Autret**, are both lawyers, one in Helsinki and the other in Paris and now temporarily New York. Both have owned or now own Estlander Sixes: Kyösti owned the 1927, FIN 6 *Renata*, Henrik Ramsay's famous boat. Valentin owns the 1926 SWE 37 *Räven*, the boat that was denied the 1926 Gold Cup because of Estlander's Finnish nationality – and also SWE 4 *Gulldisken*.

Soviet Union in 1944. He was duly put on trial in 1946 and sentenced to 15 months in prison. This unjust punishment has aspects of ultimately being an honour.



1. [GBR 42 Abu \(J. Anker, 1931\)](#), by *Tim Street (U.K.)*

Abu was designed and built by Johan Anker for his own use.

In her first year, Johan Anker won the Scandinavian Gold Cup at Gothenburg with her, selling her to Magnus Konow at the end of the season.

In 1932 Magnus Konow won both the Scandinavian Gold Cup and The One Ton Cup, before selling her on to A.E. "Daddy" Lees in England. He raced her at Burnham-on-Crouch for two years without success, before disposing of her and she did not race again.

She was converted to a cruiser and remained in the Solent and at Brighton until around 1995, when she was sailed single-handedly to the East Coast of England.

In July 2003, while on a family picnic, I found her sitting very forlornly under a torn cover in the grass on the side of a road in Essex. I located the owner and shortly afterwards bought her.

During the last two years she has been under restoration by Peter Wilson's yard at Aldeburgh, Suffolk, and is now nearly complete with her vintage winches (ex Titia) fitted. At this writing, she now only awaits her lead keel to be re-fitted.

Extraordinarily, after such a very long gap, most of her hull was found to be in excellent condition, with only some repair to the horn timber, the replacement of some frames and a new deck being necessary. There had once been a fire in her galley, whose scars necessitated the replacement of short lengths of planking, together with part of the beam shelves.

She has had a beautiful light-weight Sitka spruce deck fitted and the hull is currently being painted off-white. She is due for launching at Aldeburgh sometime in May for trials, before being moved to the Solent for racing.



2. GER 59 Aida (B. Aas, 1936), by Björn Storsberg (Germany)

Aida had a successful season 2008, when we participated in a lot of small local races. We were out every Wednesday, except during the summer holidays, for the whole season. It improved the boat handling and the crew work tremendously.

Unfortunately, it was all handicap racing, so we missed the comparison to other Sixes.

International racing had to take second place to my new business and my little son Pelle. I crewed on *Mena* for the European Championship at La Trinité and also helmed several races on the Danish Twelve *Thea* in Norway and Kiel.

I'll be crewing again on *Mena* for the Worlds, while again racing *Aida* in several regatta on the Flensburg fjord.



3. US 85 Apache (B. Aas, 2009), by Oliver Berking (Germany)

I am pleased to announce the creation of a new yard devoted to the construction and maintenance of wooden classic yachts:

Yachtwerft Robbe & Berking Classics GmbH & Co.KG
Am Industriehafen 5
24937 Flensburg / Germany
Tel.: +49 (0) 461 - 90 30 60
Fax: +49 (0) 461 - 160 41 04
<http://www.robbeberking.com>

We have a staff of eight boatbuilders.

All Six Metre sailors are invited to our inaugural open house on Saturday 28th March.

We have started two replica Sixes which are being started for a variety of reasons, but which are also for sale. To use the jargon, they are, like the *Cherokee* project in Newport, "spec builds".

Our first project will be the replica construction of *Apache*, ex- N 70 *Iselin*.

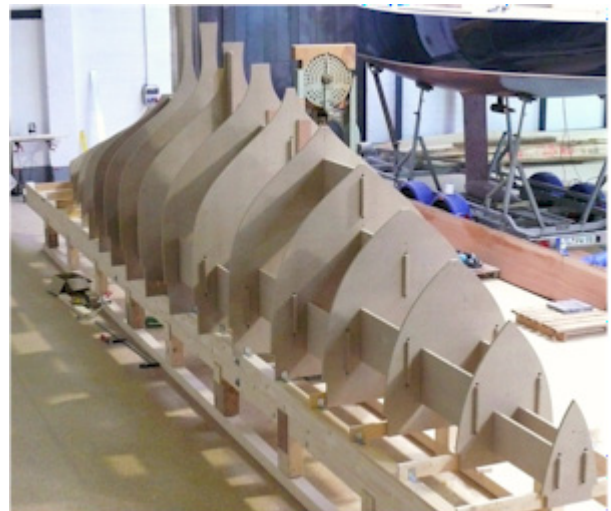
The original boat was built by the Aas yard in 1939. She was commissioned by one of the most enthusiastic Six Metre owners of all time, Magnus Konow. He owned at least seven Sixes: 1931 *Abu*, 1933

Varg V, 1934 *White Lady*, 1935 *Vigri*, 1937 *Amok*, 1939 *Apache*) and in 1951 *Llanoria*.

Apache's first name, *Iselin*, was that of Konow's wife, who later committed suicide. Her death was probably the reason why Konow changed the name to *Apache*. The bad luck continued with *Apache* first being sunk in Helsinki, then raised and finally wrecked for good.

Prior to that, she had participated in the 1939 and 1947 Scandinavian Gold Cup (both won by *Goose*) and in the 1946 One Ton Cup (won by *May Be VI*). Despite her later bad luck, she displayed a high potential during her racing career.

The photos below show the start of construction, with the moulds in place.



See also the article farther on in this newsletter about our second replica project, the 1939 Olin Stephens II design, G 40 *Nirvana*.

4. US 48 Arabella (O. Stephens II, 1930)

Arabella, ex-*Comet*, *Silroc* and *Sunday* was Sparkman & Stephens plan n° 8. She was built by the Nevins yard at City Island.

It was believed that she had disappeared from view. Surprisingly, she has re-appeared in Lisbon, Portugal.

Olin Stephens II's first Six, *Black Rose*, is of 1929. The following year, he designed *Meteor* (which has disappeared), *Cherokee*, *Mist* and *Arabella*. These were followed in 1931 by *Bob Kat II* and *Jill*. Not bad company for a boat hidden away at Belém on the River Tagus!

Her original owners, according to the S&S drawings, were John P. Wilson and a Mr. Johnson. Perhaps C. Ray Hunt of Boston Mass of Concordia fame was a subsequent owner. The 1936 Lloyd's shows her owner as Harry Fletcher. There are quite a few mentions of *Comet* / *Silroc* in the NY Times archives up until 1937. She sailed in the spring races in Bermuda and according to some references, was later modified, which may explain the pronounced knuckle of her keel.



Prior to that, she had sailed in the Mediterranean, but we don't know when she left the US.

She was brought to Portugal in 1949 by José Gonçalves, sold her by 1954. He named all his boats *Sunday*, so she bore that name during his ownership.

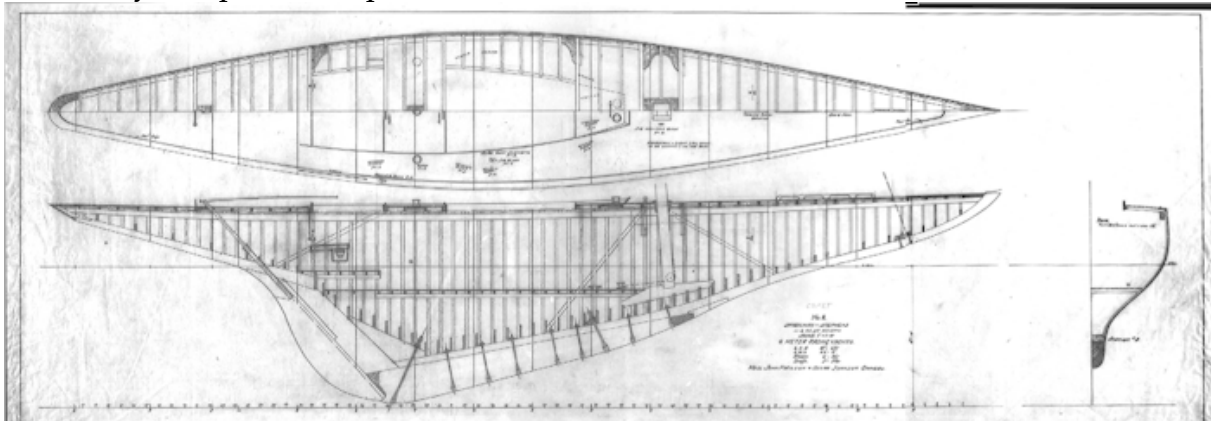
By 1954, she was named *Arabella*.

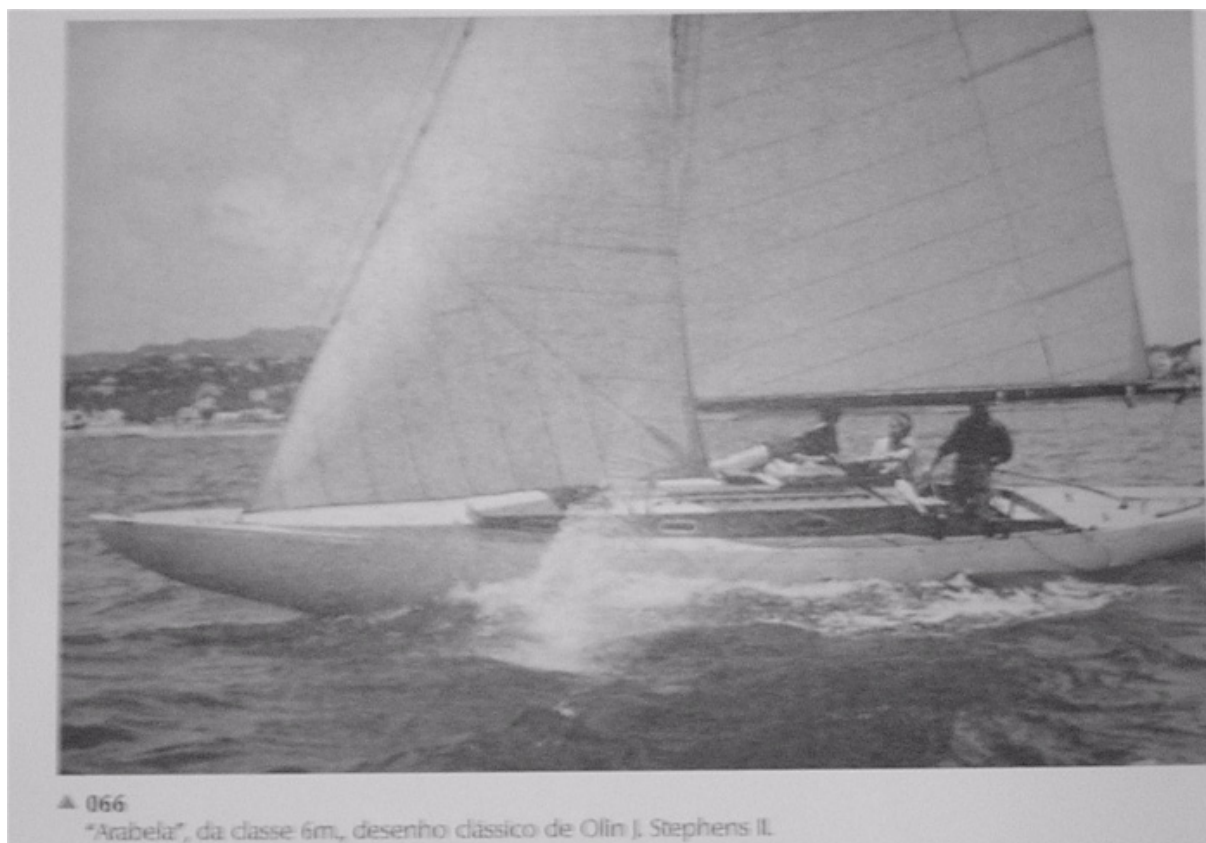
She had a number of owners subsequently, the last in the series being a Sr. Pires de Lima

From about 1985 to 1992, she was owned by Joaquim Marques da Silva.

He sold her to her current owner, Joaquim Castro.

During the 1950s, *Arabella's* experienced considerable fame in Portugal, but it faded away with the advent of fibreglass boats. In 2005, the Associação Naval de Lisboa (<http://www.anl.pt>) published a yearbook to commemorate their 150th anniversary (1856-2006). In it, there is a reference to a regatta won by *Arabella*, in 1954, with a photograph (see below).





5. FRA 90 Bihannic (F. Camatte, 1948), by *Laurent Laffaille* (France)

I have a small collection of newspaper articles about Six Metre racing at Cannes in the late 1940's. Of the Sixes mentioned, the following still exist today: *Bonite*, *Borée II*, *Dodo*, *La Bandera*, *Lucie II*, *Eole*, *Miranda II*, *Saleema*, *Tara*, *Vert Galant*, *Vingt Ans Après*.

I recently have met, the son of a former owner of *Bihannic*, Jean-Pierre Gaston-Breton, and I've also selected, from his collection of photographs, two group shots of Sixes. The upper right one was taken on the Brittany island of Belle Ile in 1961 (*Bihannic* is second from left) and the lower right one at La Baule, also in Brittany, in 1951. The left photo is of *Bihannic* and *Tara*.

The caption of the lower right photo gives the names of three of the 6 Sixes in the photo: my *Bihannic*, *Izénah* and *La Bandera*. *Izénah* is the 1931 H. Henrik design now known as FRA 40 *Diana*, currently under restoration by Michel Depuydt.

Starting from the left, my *Bihannic* is the second boat and *Izénah* the third. If we follow the picture's caption, the fourth boat should be *La Bandera*, which is a single cockpit boat and thus corresponds to the picture.

I would appreciate any information helping to identify the first, fifth and sixth boats. Please contact me at

_____.



Bhannic

Izenoh

La Bandera

6. US 88 Blodoks (E. Kristoffersen, 1946), by Dana Olsen (U.S.A.)

N 75 Rox was designed by Erling Lars Kristoferson in 1946 at Sarpborg, Norway, SE of Oslo. He had trained as a naval architect at Norwegian Institute of Technology in Trondheim.

She had been commiussioned by Fritz Fredhoi and was built by his longtime friend, Einar Iversen of Skjeberg. Iversen had built many of Erling's other designs, e.g. *Oslojollie*, *Knarr*, and *Kutter*, before building *Rox*.

The preceding article about *Beauvais* provides information about Kristoferson's other Six, N77 *Else Marie* (ex- *Bris XI*, *Ilni*), which was built by A&J.

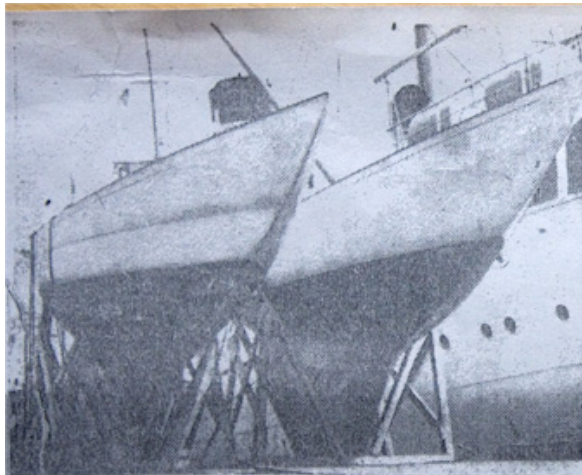
Kristoferson died in 1956.

Both Iversen and an O. Christensen were part of *Rox's* crew during her first racing season in 1947

In 1953, she was purchased by Harald Bredo Eriksen of Oslo, who renamed her *Big Apple 3*.

Sometime in the late 1950's, brothers George and Jay Gonyeau of Detroit, who had already raced Eights, bought N 75 *Big Apple 3* and brought her to the Detroit Yacht Club.

I repeat below the clipping which appeared in the article on Bo-Ve.



WAITING CLEARANCE—Big Apple III and Bo-Ve sit aside the Norwegian ship Makefjell until cleared by U. S. Custom. The boats came complete with sails and spars, not yet unloaded.—News Photo.

LESS EXPENSIVE

Buying a Yacht? Better Import It

It may not be easy, but it's less expensive to import a yacht than to buy one here.

The latest proofs of this are the two six-meter boats that arrived here yesterday morning aboard the Norwegian liner Makefjell.

They are the Bo-Ve, owned by Ernest Hahnemann of Bayview Yacht Club and Big Apple III, bought by George and Jay Gonyeau of the Detroit Yacht Club.

Both boats were bought sight-unseen in Norway after eight months of negotiations through International Yacht Sales. The boats are said to be the first ever brought directly by water to Detroit from an overseas port. "It sounds expensive to import

a boat from Norway, but I saved about 25 per cent over what it would cost to buy one in this country," said Hahnemann. "I hope to sail it by this Sunday I want to see if she's fast. If not, we'll have to convert her into a cruising craft," he said.

The two sleek racers bring the Detroit-Port Huron area total to nine. Four are located in Detroit, the rest in Port Huron.

Gonyeau's boat was built in Oslo in 1947, Hahnemann's in Molde in 1936.

"What I'm mainly interested in is getting into class racing," said George Gonyeau. "Interest waned in 1947 and the class hasn't raced since, but I know four others who are now negotiating for six-meters. That will make ample competition."

Jumping ahead 50 years to 2008, *Blodoks* was moved into my new shop at the end of November. Work is moving along at a snail's pace, however.

The boat is off the trailer and the ballast keel has been removed. The trailer is getting it's third axle to meet weight requirements.

Due to original casting issues and cold weather damage in in Port Huron, the ballast keel has large cracks in the centre, bulging and some voids. We will recast it from a mould taken off the original. The backbone of the boat and floors are not salvageable so they are being replaced. Outer moulds are being made at this time to hold the shape, which is nearly fair, due to the fibreglass layer applied by her owner in the 1970's, Martin C. Beebe.

Phil Conger tells me that *Blodoks* half sank once in Detroit and later fell over onto *Irene* in a storm when they were hauled out.

At Martin Beebe's request, Phil and his brother Dale cut off nearly 3 ft. of the transom in 1974. Don Thorne later broke the original mast.

Dale Conger says that he learned to sail on *Blodoks* and that he had great fun racing her for four years. There is a photo of her with a fouled spinnaker at the Port Huron Yacht Club. I'm trying to get a copy of it.

The four photos below were provided by Lisa Benson of the Norsk Sjøfartsmuseum in Oslo.



N 75 Blodoks, N 72 Noreg III & N 79 Fokus III



N 75 Blodoks & N 72 Noreg III



22 Fokus II (?), N 75 Blodoks & N 23 Nordug V (?)?



N 72 Noreg III, N 78 Høvding, N 71 Flapper, N 75 Blodoks, N 80 Elisabeth X & N 80 Else Marie

7. [US 69 Bo-Ve](#) (E. Kristofersen, 1946), by Jerry Conger and Dana Olsen (U.S.A.)

1. Summary

This article tries to untangle the intertwined relationship between three Norwegian built boats:

1. *Bo-Ve*, the 1936 H. Robert design referred to in the subject line above,
2. *Blodoks*, a 1946 Kristofersen design,
3. *Else Marie*, Kristofersen's only other Six, also built in 1946.

and the subject of this article, *Beauvais*.

Bo-Ve was built by the Anker yard, *Blodoks* by Einar Iversen of Skjeberg and *Else Marie* by Holmen Yachtvaerft A/S of Asker.

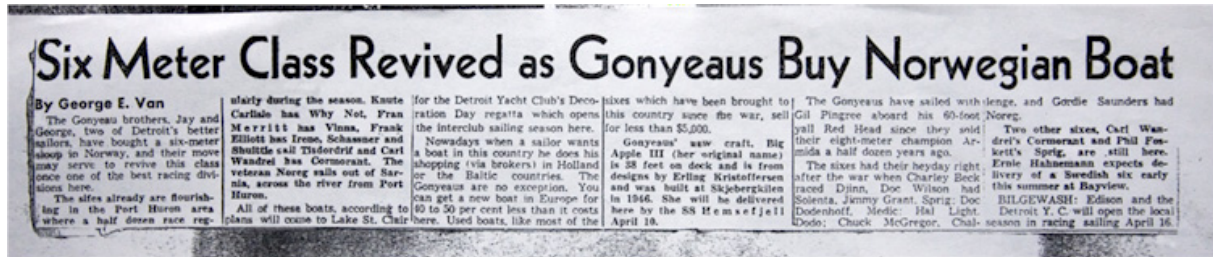
Today's *Beauvais*, despite its name being based on *Bo-Ve*, seems clearly to be *Else Marie*.

How that happened we don't know. This article presents the available information and explores two possible hypotheses.

2. Bo-Ve / Beauvais

We can follow an almost unbroken thread from a boat named *Bo-Ve* in the late 1950s to *Beauvais* today.

The first link between the three boats appeared in the two articles below, probably from the Detroit Free Press in the late 1950's.



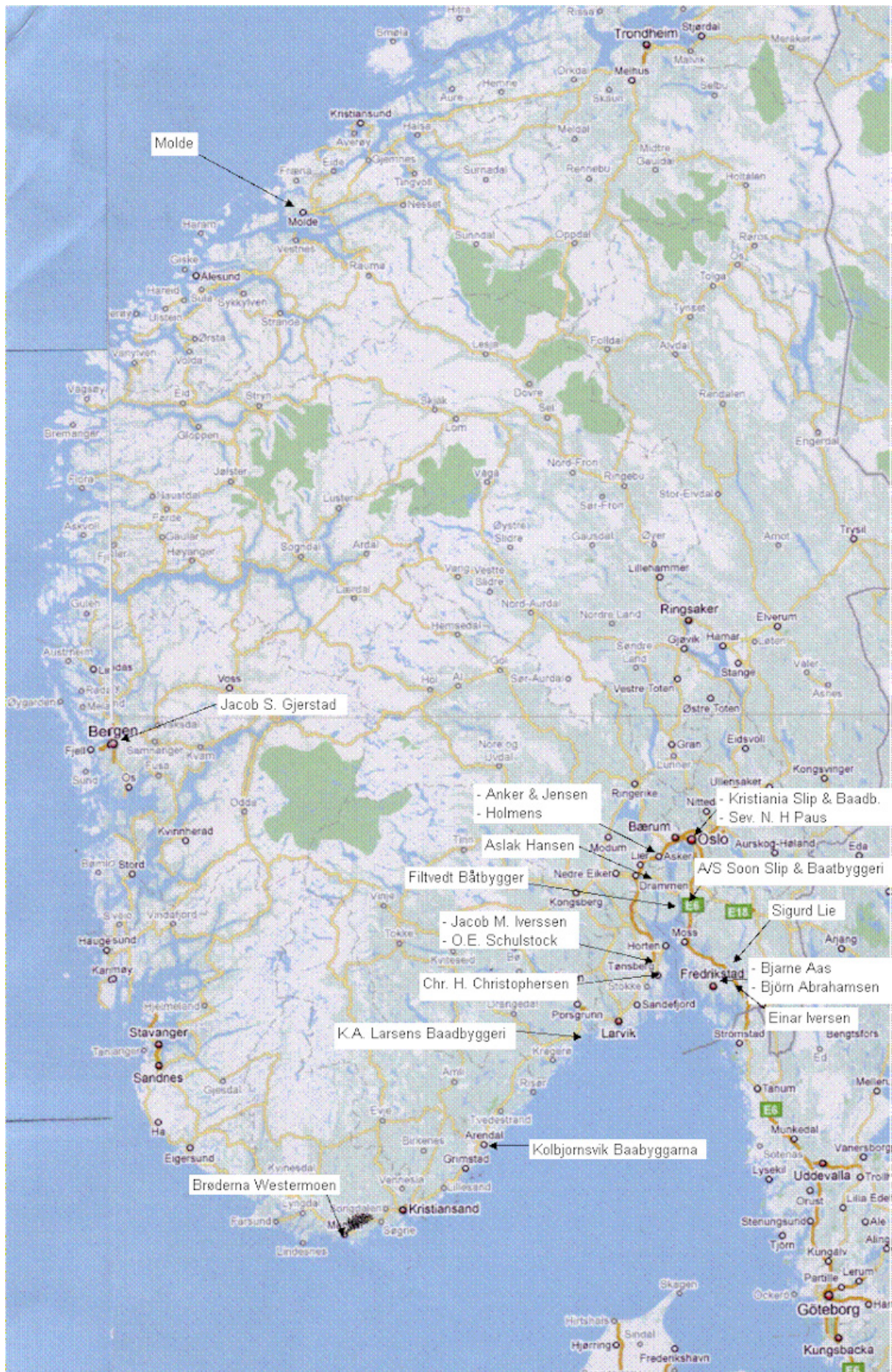
The first article announces the expected arrival of *Blodoks*, then known as N 75 *Big Apple 3*, on the SS Hemsefjell on 16th April and that of a Swedish Six purchased by Ernie Hahnemann in early summer.

The second article shows two Sixes on the dock at Detroit which had been transported, presumably later, by another ship, the SS Makefjell, also of the Olsen & Ugelstad line.

The two Sixes are named *Bo-Ve*, purchased by Hahnemann to race at the Bayview Yacht Club, and *Blodoks*, which had been bought by the brothers George and Jay Gonyeau of Detroit to race at the Detroit Yacht Club.

Contrary to the statement in the first article, *Bo-Ve* is Norwegian and not Swedish. In addition, although she was built in 1936, as Hahnemann is quoted as saying, it is unlikely that she was built at Molde, as he is also quoted as saying.

To see why it is unlikely that she would have been built there, one need only look at the map below which shows the location of almost all of the known Norwegian Six Metre builders, including *Bo-Ve*'s builder of record, Holmen Yachtvaerft near Oslo - and far away the town of Molde.



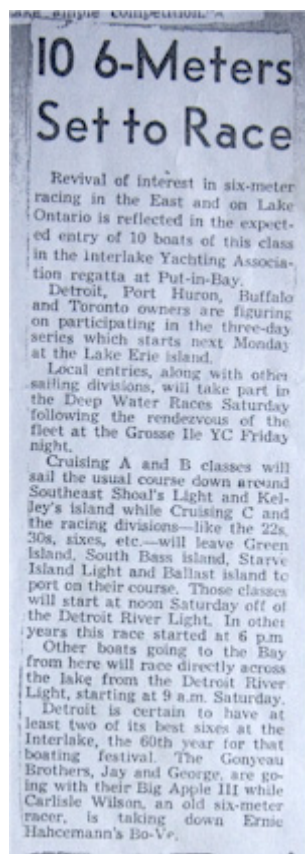
Given that all but three Norwegian builders were clustered around the Oslo fjord and that these three were no farther away than Bergen, it seems unlikely that a Six would be built at the town of Molde, which is more than 250 km. north of Bergen.

However, as evidenced by the page copied from the 1949 register (below) of the Kongelig Norsk Seilforening (Royal Norwegian Yacht Club), Molde happens to be the hometown of *Bo-Ve's* owner, Arne E. Grønningsæter. So maybe Hahnemann or the reporter mixed up the build town with where her owner lived. Please also note that *Bo-Ve's* key dimensions are shown.

206 —						— 207 —				
Navn, eier og hjemsted	Klasse-merke	Lengde		Bredde	Fri-bord	Dybg	Seil-areal	Seil-meter	Byggested og år Materiale, kjøp	Konstruktør Byggmester
		o. a.	v. l.							
Apache (ex. Iselin)	6	11.19	7.23	1.84	0.73	1.65	44.23	5.96	Fredrikstad 1939 ..	Bjarne Aas
Magnus Konow, Oslo	N 70									
Bibban 3 (ex. Ara)	6	11.22	6.91	2.00	0.73		43.14	6.00	Fredrikstad 1929 ...	Bjarne Aas
Helge Saastad, V. Aker	N 38									
Big Apple 3 (ex. Rox)	6								Skjeberg 1946	
Harald Bredo Eriksen, Oslo	N 75									
Bo-Ve (ex. Vivo 7)	6	11.31	7.17	1.95	0.73	1.65	43.71	6.00	Asker 1936	H. Robert A/S Holmen Yachtv.
Arne E. Grønningsæter, Molde	N 60									
Bojemus (ex. Lakmé 2)	6	11.26	7.22	1.87	0.73		43.99	6.00	Asker 1935	Henrik Robert A/S Holmen Yachtv.
Harald Haraldsson, Oslo	N 55									
Bølgen (ex. Una 4)	6	11.34	7.32	1.80	0.73		42.63	6.00	Asker 1933	Johan Anker Anker & Jensen A/S
Hans Ludvig Lorentzen, Oslo	N 51									
Cometa (ex. Nøkken)	6	11.16	6.78	2.07	0.69		43.89	6.00	Son 1927	Bjarne Aas Soon Slip & Båtbyg.
Per Sanne, Ålesund	N 28									
Cutter (ex. Elisabeth 10) ..	6	11.26	7.29	1.85	0.73	1.66	44.03	6.00	Fr.stad 1947, m. b.	Bjarne Aas
Frederik Horn, Oslo	N 80									
Dandy (ex. Norna 4)	6	11.13	7.27	1.97	0.73	1.64	42.11	6.00	Asker 1935	Johan Anker Anker & Jensen A/S
Hakon Solem, Oslo	N 56									
Elisabeth 4 (K.N.S. utl. 1923)	6	10.94	6.66	2.05	0.66	1.72	43.05	5.99	Asker 1923	Johan Anker Anker & Jensen A/S
Erling Aarberg, Stabekk	N 11									
Fokus 3	6	11.28	7.30	1.85	0.73	1.67	43.8	6.00	Fredrikstad 1947 ...	Bjarne Aas
Adam Pettersson, Lysaker	N 79									
Kvitungen (ex. Lully 2) ..	6	11.45	7.25	1.85	0.73	1.64	43.63	6.00	Fredrikstad 1936 ..	Bjarne Aas
Jørgen W. Cappelen, Sandvika	N 61									

(Courtesy of the Norsk Sjøfartsmuseum (Norwegian Sailing Museum) of Oslo.)

If Hahnemann (or the reporter) first made an error as to the nationality of his boat and then as to where she was built, could he have made an error as to the name of the boat? Unlikely. So we assume that he thought that the second boat on the dock was veritabily *Bo-Ve*, thus starting the thread that leads to *Beauvais*.



The article at left contains the last known public reference to *Bo-Ve*.

It was written on the occasion of the 60th Detroit Interlake Yachting Association regatta (whose date is not currently known).

It says that Hahnemann's *Bo-Ve* will be skippered by "an old Six Metre racer", Carlisle Wilson.

It also says that Wilson is "taking down" *Bo-Ve* to participate in the Interlake regatta – and it doesn't use the term "taking down" for *Blodoks*.

Since Hahnemann's Bayview Y.C. is a couple of hundred yards away from the Detroit Y.C. where *Blodoks* was berthed, the term "taking down" may provide a clue as to *Bo-Ve*'s location then.

If "down" on a map implies going from north to south, we don't have to look far to the north to find where *Bo-Ve* might have been. It is Port Huron, Michigan.

Port Huron is about 80 km. north of Detroit. It is and was home to one of the biggest fleets of Sixes in the U.S. (see the article in issue n° 12 of this letter "Where Sixes race: Port Huron, maritime capital of the Great Lakes").

Sixes were at Port Huron by at least the early 1950's. Some of them were first in Detroit and then they migrated north to Port Huron.

The Carlisle Wilson mentioned as "taking down" *Bo-Ve* had bought US 84 *Solenta* from Canada, maybe first to Detroit and then to Port Huron where she still is today.

Lee Daly brought US 56 *Vinnia* to the Bayview Y.C. in Detroit in 1952 and she was at Port Huron by 1956.

Two Tore Holm boats arrived in Port Huron around 1952: Newt Wilson's S 59 *Why Not* and Frank Elliot US 90 *Irene*.

As witnessed by the clipping above, *Blodoks* may have been the last to leave Detroit for Port Huron.

To resume, it is fair to assume that Hahnemann's *Bo-Ve* was at least north of Detroit and possibly all the way to Port Huron at this time.

The thread picks up again with the account provided by Phil Conger, brother of the current owner of *Beauvais*:

"*Beauvais* is the name we gave to brother Jerry's boat, because we didn't know much about her. We were told that *Bo-Ve* was probably a misspelling and that the correct spelling was more likely *Beauvais*, so the name was changed.

The only clue as to the real name of the boat was given by George Beebe a former Six Metre owner. He said that in about 1966 he went down to Jefferson Beach Marina [on Lake St Clair halfway between Detroit and Port Huron] and looked at a Six that had a broken mast along side of her and was really dried out. He said he wasn't interested because he could take out his pocket change and throw it into the hull and go outside the boat and pick it up. He went on to say that the owner was a little bit crazy, because there were turnbuckles on thin cables that went down to the keel bolts and the other end was screwed to the frames. He then had a good laugh and said the thin cables would stretch and wouldn't do anything as far as holding the 5000 lb. keel on.

The above conversation took place one day after we dragged home and old 6 metre hull that we found sitting in the same area. It had no mast and was a total mess. Oddly enough the keel nuts had 6 turnbuckles and 5/16 " cables attached to the frames just as he described.

We asked what was the name of the boat he had looked at. He said "*Bo-Ve*". No one had any clue as to how it was spelled, Bovee, Bove, Bo-ve? Using the name *Beauvais* was probably a mistake, but it sounded good at the time."

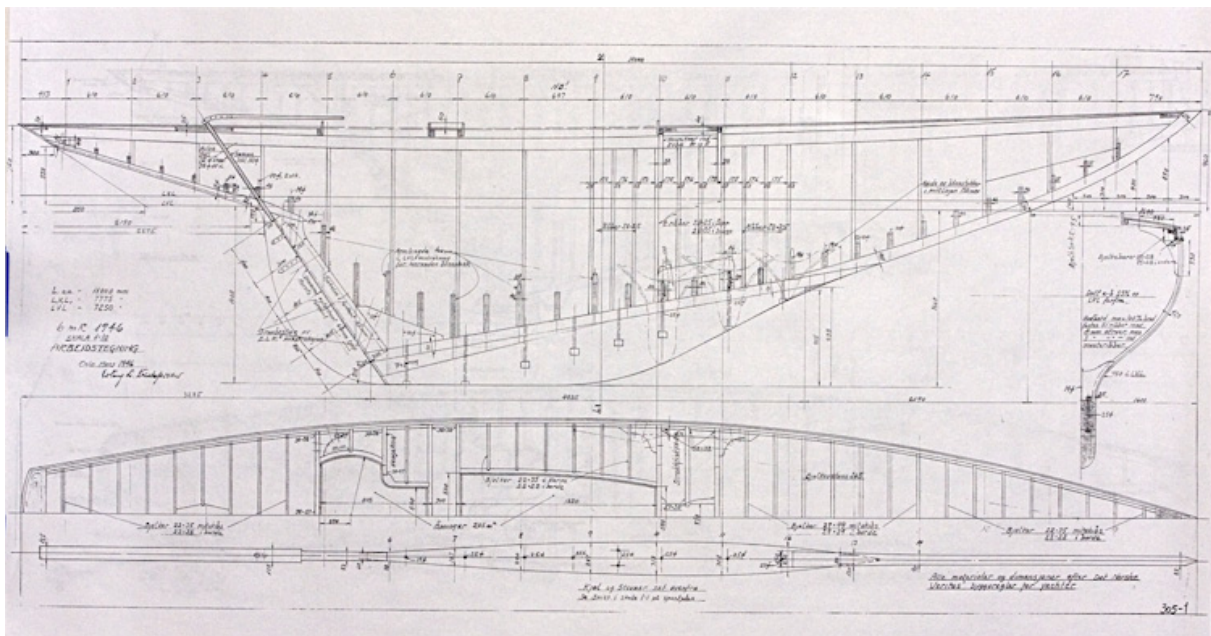
3. Blodoks ex-Big Apple 3

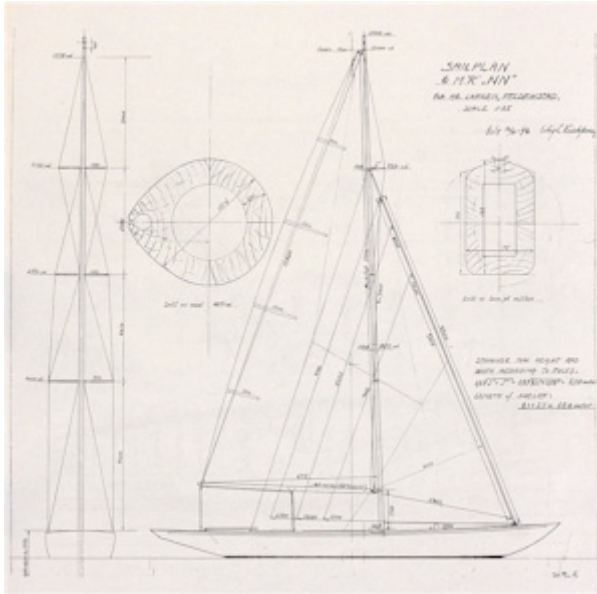
Dana Olsen bought *Blodoks*, the other boat in the photograph above, from San Diego a few years ago. He immediately began to research her history and, in the process, he obtained the plans for Kristofersen's other Six, *Else Marie* from the Norsk Sjøfartsmuseum

4. Else Marie / Irni

Else Marie was commissioned by Peder Larsen. She was in Norway as late as 1958, under the name *Irni*, owned by Rolf Nielsen of Oslo.

Using the plans below and the dimensions of *Bo-Ve* in the KNS register above, we can compare the two boats' dimensions.





	<u><i>Bo-Ve</i></u>	<u><i>Else Marie</i></u>
l.o.a.	11.31	11.00
l.w.l	7.17	7.25
Beam	1.95	1.89
Draught	1.65	1.66

(The 1.44 and 1.46 draughts shown on the *Else Marie* plans appear to be errors.)

These plans and dimensions have been communicated to Phil Conger of Port Huron. He says that, without any doubt, today's *Beauvais* corresponds exactly to the plans of *Else Marie*.



US 69 Beauvais

(Copyright Port Huron Yacht Club)

In light of this, we see two possible scenarios for its happening.

One is that the boat on the dock in Detroit next to *Blodoks* was *Else-Marie* and not *Bo-Ve*. We have no idea how this might have happened.

The other is that the wreck that the Conger family rescued at the Jefferson Beach Marina was *Else Marie*, despite George Beebe's thinking it was *Bo-Ve*.

This would have required that *Else Marie* be imported to the Detroit area without leaving any trace.

Each scenario poses the question as to what happened to *Bo-Ve*? If she stayed in Norway, what happened to her? If she was imported to the U.S., where and how did she disappear?

There remain numerous questions:

What are the dates of the clippings?

Are there Norwegian newspaper or magazine articles which cite either *Bo-Ve* or *Else Marie* during the period in question?

If the boat on the dock wasn't *Bo-Ve*,

- how did Hahnemann come up with the name Molde, where *Bo-Ve*'s owner lived,?
- why would someone say he was shipping a 1936 boat, one of six designed by Henrik Robert, and ship instead a boat 10 years younger, one of the two designed by Kristofersen?

Stay tuned for developments!

(Acknowledgements: Other than the map of Norway and the photo of Beauvais, all the documents appearing in this article, including those originating from the Norsk Sjøfartsmuseum, came from the libraries of Phil Conger and/or Dana Olsen.)

8. GBR 48 Caprice (J. McGruer, 1946), by Paul Smith (U.K.)

It is my understanding that Caprice's racing record, in her first incarnation, can best be described as patchy. Although always a very beautiful boat, she never achieved any real success.

In 1999, having previously undergone a variety of changes and, I understand, acquired a coach house and other dreadful sounding adaptations to allow her to go cruising, she was lucky enough to fall into the hands of Richard Bond. He set to work with a will and a very good quality team to restore her. I think it is fair to say that she both blazed the trail and also set the standard for the UK fleet for the next few years. Interestingly, for the first time, she began to appear in various hands at the front of the British fleet and even began to score in international competition.

The year 2008 was, without question, the most historic year for her ever because in a large fleet of classic Six Metres, 22 in total, she won the European championship. The racing, in La Trinité, was wonderfully well

organized by the host club in the most idyllic conditions and was notable for its closeness, the final margin of victory was only 1 point and only two points separated the first three boats.

The continuing marvel of Six Metres is that, although the leading boats were anywhere between 60 and 70 years old, the difference in boat speed was, in my view, minimal. What counted was the quality of the preparation and the way in which the boats were sailed. It is interesting to speculate why Caprice is now a quick boat. The best explanation I have heard is that she has a modern rig and some excellent sails in modern material which must be significantly more powerful than the original wooden rig and cotton sails. Given her size, she is one of the longest Sixes ever made, this means she gets up to speed that little more quickly.

We are now looking forward to Newport Rhode Island with anticipation.



9. KC 12 Ça Va (E. Wedell von Wedellsborg, 1938), *by Randy Cunningham (Canada)*

Ça Va came into existence in 1938 as K.D.Y. 1938, being a club boat for the Royal Copenhagen Yacht Club. She was designed by the well known She took on the name Çà Va later in the 1938 season when a Hr (Mr.) Wald-Hansen took ownership.

Like a number of boats in Denmark, Çà Va lost her lead ballast keel for the occupying Nazi war effort during that time. Post War, she received a composite ballast keel of lead, armour plate and iron as lead was in short supply. This keel remains in place today and has served her well in hundreds of competitions and thousands of miles of sailing.

She was brought to Vancouver, Canada in late 1953 and was registered there in early 1954. The two new owners were the very well known Vancouver racing sailors, Sid and Phil Miller sailing out of the Royal Vancouver Yacht Club. The Six Metre class was becoming popular in the area and became the most competitive class through the 1950's and into the early

Danish designer Baron Wedell von Wedellsborg and built by E. Nordbjaerg A/S.

1960's. A number of juniors, whom were later to become Canada's top sailors, crewed on Ca Va as well as the other Sixes. Among them were Olympic bronze medalists Dave Miller and John Ekels as well as Olympian Stephen Tupper, now an International Racing Judge.

During the forty years the Millers owned Çà Va, she competed in many races and with her skilled owners, she won many of them. She also competed twice at the World Championships in Seattle during the 1970's.

My initial exposure to Çà Va came sometime in the early 1960's when, as a small lad, I would walk the docks the Yacht Club just to view these graceful vessels. Çà Va was always so distinguishable as she was painted a light blue rather than the ubiquitous white. When I started to search for my own Six, it was Çà Va that I came

across in 1999. The Millers had sold her in 1994 and she had gone to the town of Comox on Vancouver Island where again she continued her racing exploits.

After acquiring the boat, I raced her for the remaining part of the 2000 season and then hauled her for a major refit at the yard of Mark Wallace on Vancouver Island. By this time, she required some lengthy repairs and amongst other things the entire stem was replaced as was the horn timber and transom. All the floors fore and aft were replaced as was the mast step, aft deck, deck beams and about twenty planks. The cockpit coamings were replaced, two rings frames installed and the deck was covered in fibreglass and epoxy.

She was re-launched in the fall of 2001 when she was lucky enough to win her

first race. Ça Va has been racing every season since and has made a number of trips to the Seattle area where the class continues to flourish. She also provided me with the highlight of my sailing career when, racing the boat at an evening race in 2005 with Olin Stephens watching from close by in a following boat, we got the boat to the line in first place. His personal congratulations afterwards were more gratifying to me than winning a world championship.

Ça Va is now looking for a new guardian and it is hoped that her racing career will continue for many years. She has always been a racing boat and has never been modified with any cruising features. She still retains her three cockpit layout which we have found to be very safe and practical...at least with a full crew compliment.



10.I 64 Ciocca II (O. Stephens II, 1948), *by Brian Pope (U.K.)*

Olin Stephens II told me that *Ciocca II* was built on the same moulds as *Goose*, which augurs well for her performance.

Last year's report showed her at the December 2007 London Boat Show.

She has since been sold to the U.S.A. and shipped to the Boothbay Harbour Boatyard in Maine for restoration, in the hope that she will be able to compete in the Worlds in September.

For the moment, her new owner doesn't wish that his name be made public.



11. D 22 Clarity (W&R Fife, 1923), *by Bill Doyle (U.S.A.)*

As with the other hundreds of active Sixes around the globe, *Clarity* too has a unique story to tell and a life which provides testimony to her resilience.

She was one of four sister designs by Wm. Fife (number 722) and was built by Thornycroft for William Vett of Copenhagen to compete in the 1924 Olympic Summer Games in Le Havre. Against seven other European and one Cuban yacht, she qualified for the finals and garnered the silver medal. But, like most yachts of her vintage, she was designed and built for one purpose, and after participating in the 1926 Scandinavian Gold Cup, was soon replaced by a newer, faster yacht.

According to Vaughn Stewart and Flemming Larsen, whose father, (Georg Stewart) raced aboard her at the time, during the 1930's and early 40's, she was then owned by Jens Jespersen, a master cabinetmaker in Copenhagen and one of the founders of the Kastrup Sejlklub (a yacht club 50 km. west of Copenhagen). It

is believed that her enclosed cabin, which she still proudly sports, was designed and installed by Jens during this period. This would make sense, given its low, sleek lines inconsistent with more mid-century cabins typically fitted to a yacht of her size.

As Flemming recalls, *Bonzo*, her first name, was laid up during the occupation of Denmark in the 1940's and may have lost her original lead keel sometime in that period. She was sold early after the end of the war, to be replaced by a brand new 36 sq. meter Spidsgatter, named *Jolly* around 1946 ... but, *Bonzo* didn't retire just yet.

She was featured in the Danish sailing magazine "Sejl & Motor", in September 1953, which has her pictured still sporting her original sail number D22, participating in a race in Denmark during the summer of 1953. However the article does not give the name of her owner. *Bonzo* was then sold at about that time and is presumed to have come to the US sometime in the 50's.

It is currently unclear where she resided once she came to the USA. Her history is unknown in this country until she was purchased in Maine in 1980, still sailing in very much her original (1930's) condition. The buyer, a young Jed Pearsall, lavishly prepped and finished her in anticipation for his summer in Newport to observe the 1983 America's Cup. His intention was to have a beautiful boat from which to survey the regatta, and in his newly commissioned and re-named *Clarity* he found what he was looking for. Unfortunately, during transit from the restoration shop in Pennsylvania, a strap loosened and she bounced on the trailer, sending poppets through her hull and cracking several frames, so back into the shed she went, otherwise shiny and new.

She stayed there for 15 years while her owner, Jed Pearsall, and his father (noted mid-century Danish modern furniture designer, Adrian Pearsall) completed other restoration projects including the Herreshoff designed New York 30, *Amorita*, the Burgess P-Class *Chips* and the beautiful Fife designed *Hallowe'en*.

However, *Clarity* never was out of the picture and with the help of MPG restorations in Connecticut, she hit the water again in the spring of 1997 and enjoyed two glorious seasons exploring Newport's pristine sailing conditions. But, in late 1998 she went on to meet another near disaster. While taking part in Newport's annual Classic Yacht Regatta, she was hit broadside by a port tacking

Concordia yawl. Her owner (Jed) was not aboard at the time, but was devastated when he saw the damage. Her port side was split open mid-ship nearly to the waterline, taking down the rig, and nearly sunk. While the insurance claim wanted to "total" her, Jed's commitment to *Clarity* again never wavered. Through two more years, and now the third consecutive rebuild, she hit the water again during the summer of 2000.

Through all of her travails, she has continued to maintain most of her original structure, deck, planking, and nearly all of her original hardware and spars. She is very much a time capsule of a truly vintage Six. She is actively day sailed every season and is moored off the "Point" section of Newport. Her racing days have been limited, but her pedigree indicates that she will be tough to outpoint, especially in the chop off of Brenton Point (waters that will host the upcoming World Championship).

As the sole Six to call Newport her permanent home for the past 10 years, she welcomes the new additions to town and her overseas stable-mates, hoping they will come enjoy her back yard for the 2009 Six Metre World Cup. It will be an experience like no other, and a wonderful tribute to the little local Six Metre that never gives up.

My special thanks to Flemming Larsen and Vaughn Stewart who provided much of her early history as it is written above.



(Credit: Denise Drapeau, Greenflash Photography)



2008 Rolex Race Week at NYYC
(Credit: Dan Nerney)



Clarity and the Jamestown – Newport Bridge in the background
(Credit: Bill Doyle)

12. [FRA 65 Dinorah II](#) (F. Camatte, 1931), by *Lionel Dufaitre (France)*

At the time, my life was quite simple and straightforward.

I was running two companies and I considered the road ahead clearly defined. Of course, I had my passing dreams, but life was too pressing to give them much time.

Dinorah II entered my life surreptitiously.

She was at Sanary-sur-Mer, 10 km. west of Toulon on the French Mediterranean coast. The French Six Metre (UF6mJI) had lost track of her. She wasn't in very good condition and that's perhaps why Serge Sourd, harbourmaster of Sanary, brought her to my attention, knowing that I was in the woodworking business.

Yes, she was beautiful, like all Sixes, - and that's why I bought her. But, at first, she was primarily just a woodworking job to undertake, with no clear idea of what would happen afterward.

I took her far away from the sea, 350 km. away, to the small town of Saint-Didier sur Chalaronne, which is about 50 km. north of Lyons in the heart of the Mâcon wine region. There she entered one of my very modern climate controlled workshops. Since we had already worked on boat interiors, the work to be done seemed clear.



The keel bolts had to be completely replaced, as well as a number of frames and 30% of the planks. The seams had to be splined and a new deck and deck beams were also needed.

I decided to do the work myself in my spare time – and it was then that it began to happen.

Little by little, as I began to work on her, she began to creep up on me. From a pastime, she became a project – and then from a project, a passion. Halfway into the project, I was completely seduced. And it wasn't just me, it was my wife too. We fell in love with her beauty, her craftsmanship and everything that she represented.

Dreams that had previously seemed so impossible began to take on more tangible form.



A new life seemed to unfold before us.

When finished, she needed to be in her native Mediterranean. Little by little, we realised that we couldn't imagine being separated from her.

With that, we began to imagine a new life on the Mediterranean, very much focussed on her.

Emerging from our dream of a new life, there were practical decisions to be taken. The companies had to be sold – and they were.

At this point, we're still a year away from finishing *Dinorah II's* restoration and two years away from starting the next phase of our life with her on the Mediterranean.

There'll be more news in next year's issue of this newsletter.



13. NOR 80 Elisabeth X (B. Aas, 1947), by Hans Oen (U.S.A.)

Hans refers readers to the article about *Elisabeth X* on the NASMA Web site (<http://www.6mrnorthamerica.com/>), where she is listed under the New England fleet. He adds a photo taken around 1952 which hangs in the entrance way of the Royal Norwegian Yacht club in Oslo.



14. KC 16 Fintra II (W. Fife III, 1933), by Tony Griffin (Canada)

Fintra II, Fife III build no. 799, is currently on dry land.

During the 60s and into the 70s, *Fintra II* was an active racing boat and sometime cruiser owned by Tolly Zytseff of the West Vancouver Yacht Club.

After retiring from local racing she was sold, we think several times until forfeited as settlement for yard storage sometime in the early 80s (we think).

She was 'discovered' by Randy Cunningham (owner of *CaVa* here in Vancouver) at which time I bought her with Rainer Muller (*Saskia II*).

She has not been in the water for probably 35 years and is very tired. Five or six years ago, we had the cabin and the old engine removed. She sits under cover and inert, awaiting inspiration.



15. NED 46 Fiona (W. Fife, 1935), by Jan Willem Ypma (Netherlands / China)

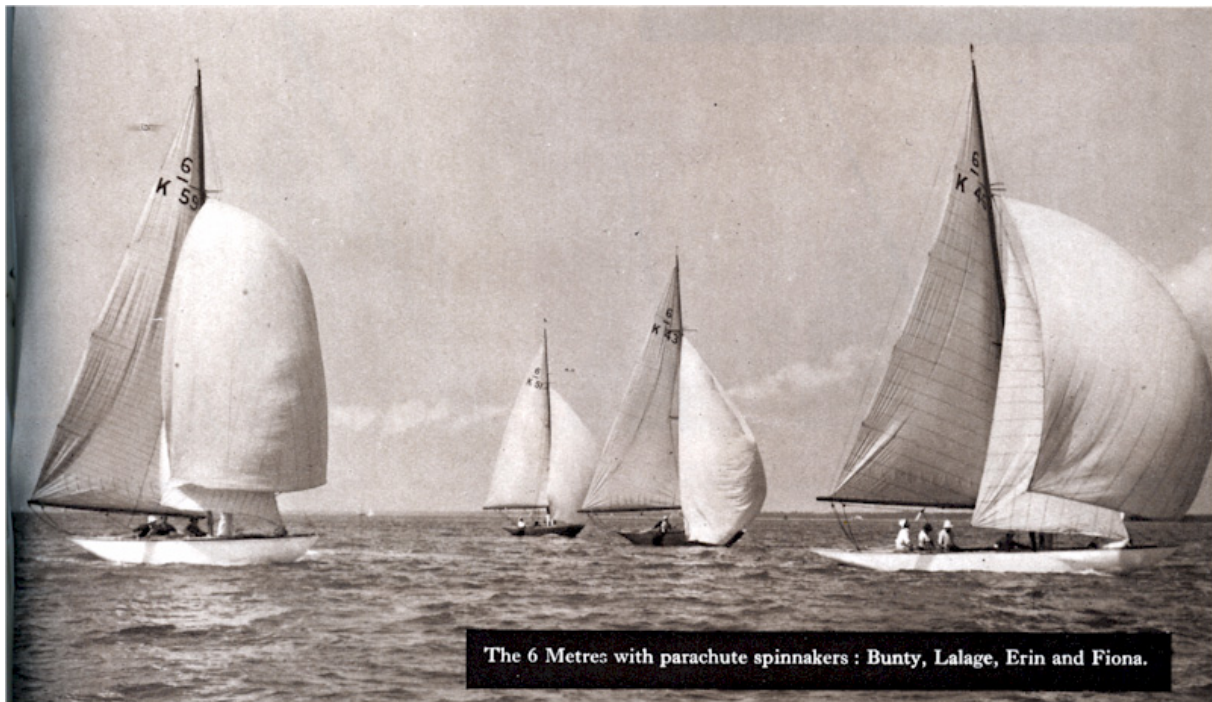
Fiona is the last Six built by W. Fife at Fairlie. Three other Fife designed Sixes were built later, but by other yards. They are: *Eole*, built by the Chantiers Auroux at Arcachon, France in 1936, *Clyde* built by the Fife/McMillan yard at Fairlie in 1955 and the current replica build of the 1928 *Naushabah* underway at the Pavao boatyard in Croatia.

Fiona's first owner, Evelyn Parker, sold her three years later to F.A. Downes. One can assume that she spent the next 32 years on the Firth of Clyde when she was

purchased by a syndicate of doctors who kept her at Troon at its mouth. In 1982, Edmund Baillie, a Scotsman, brought her to Bouveret on the Lac Léman where he raced her occasionally and, with his son, carefully maintained her in good condition.

As reported in last year's issue of the newsletter, I purchased Fiona in 2005 and had Frederik Heerlien (www.heerlienks.nl) perform a major restoration.

In racing form, she competed at Cowes in 2007 and won the Baum & König Vintage trophy at La Trinité in 2008





(Photo courtesy of Kathy Mansfield - www.kathymansfieldphotos.com)

16. FRA 120 Fissa (P. Baglietto, 1926), by Jacques Dumon (France)

Fissa (formerly I 42 *Mati*) is sprightly as a spring chicken, despite her 81 years.

Her two layers of 3 mm mahogany veneer (see the March 2007 issue of this newsletter) show no sign of any strain after 15 years.



Mati in 1927, long before her hull was veneered. Taken at Oyster Bay (Long Island, NY) when she competed for the Scandinavian Gold Cup. The person in the white shirt is probably her owner, G. Leone Reggio, who won a Olympic gold medal five year later at the helm of his Eight *Italia*

Last year, she underwent normal stripping and applying new deck maintenance: the annual antifouling,

paint, and restoring the inner face of the hull.

This latter had been vigorously stripped, sanded and then coated with an epoxy resin in 1993. Unfortunately, even a good resin can't replace varnish because of its tendency to whiten. We hand sanded of all the accessible parts and then applied what in France is called a "lasure" coating (a micro-pore, non-film coating which doesn't block humidity) slightly brown stained to bring a better "old wooden marine" look, while improving the protection of the bilges.

This work aimed to return our dear octogenarian lady to her former splendour and dignity so that she could participate without blushing in the June 2008 races of "Les Voiles du Vieux-Port" in Marseilles (<http://www.lesvoilesduvieuxport.com>).

This is a fairly heterogeneous gathering of magnificent vintage yachts among whom there were some Metrics (mainly Eights and Twelves). We were disappointed to learn of the withdrawal of the only other boat with which we could have raced head to head without a handicap, the Marseilles-based Six, *Eole*, a 1936 Camatte design owned by Jean-Paul Vernet.

We often were among the fastest boats, but unfortunately the handicap mysteriously concocted by the C.I.M. (Comité International de la Méditerranée) proved insurmountable

since we even had to give time to some RORC sailboats built in the 1970s and almost twice our length! Anyway, the key thing is to participate, "n'est ce pas"?

In addition to 2008's cosmetic maintenance, we also rebuilt the rudder that, for a long time, had been requesting to go into a well deserved retirement.

Its original design was extremely rectangular, resembling a bread board. We could feel a certain looseness where the rudder shaft passed through the hull, which could be rather frightening when running under spinnaker in strong winds.

We decided to reshape it, increasing its length and narrowing its width, and also reducing its weight. The 80 year old, 40 mm diameter, solid brass rudder shaft that weighed more than 30 kilograms was replaced by a 40 x 34 mm AISI316L marine quality stainless steel tube.

We fashioned a series of L shaped keys out of 8 mm, spring grade, AISI302 stainless steel rods. These were inserted into holes drilled in the rudder shaft tube and arc welded on the forward side of the tube. If they had merely been welded to the aft side of the tube, the welds wouldn't have lasted long due to the bending stresses).

The bottom end of the tube was sealed and arc welded with a 14mm stainless steel rod serving as the rudder's pintle.

Two panels of 15 mm marine grade plywood were cut to the appropriate dimensions and grooves were carved on each panel to enclose the steel keys.

After a last and careful checking of each panel's adjustment onto the shaft and the keys, the two panels were glued together using a single component polyurethane glue. Not less than 37 clamps were necessary (!) to properly tighten the two halves together. Once the glue had sufficiently hardened, the plywood was carefully planed by hand to the required profile. We then proceeded to

completely surround the rudder with a fibreglass and epoxy coating, wrapping it also around the shaft to prevent water seeping into the wood.

The hollow shaft was filled with a mixture of fluid epoxy and glass beads. Its aim was again to assure with the watertightness of the plywood to lighten it, the mixture's density is lower than that of the water.

The results were impressive. The rudder feels much lighter, stiffer and more responsive, especially when close hauled and at extreme heeling angles.

17. FRA 60 Izénah II (L. Bréguet, 1934), by Gervan Jaouen (France)

Izénah II is approaching her 25th year of rotting away, out in the open, at a boatyard near Vannes. Her situation seems to be completely blocked because of the possibly violent reaction of her owner

in the event that the boatyard were to be attempt a re-possession.

She has an impressive racing record and she's a beautiful boat, as evidenced by the picture below, taken when she was still being maintained.



Caption of this photo found on the blog of the Cercle de Voile du Bois de la Chaise, Noirmoutier, France
(Credit : Jean-Pierre Gaston-Breton)

“Taken at La Trinité in the beginning of the 1960s. The photo is of a Six named *Izénah II* (property of Perroud family at the time). She is fitted with a removable roof for improved comfort onboard when cruising around Belle-Ile, the Houat islands, the Gulf of Morbihan and La Baule. It was removed during regattas.

She was built by B. Macario at Deauville from a 1934 design of Louis Bréguet. Today, she is abandoned ashore, hidden in a boatyard in Vannes.”

18. KC 21 Junge (A. Witt & E. Weddel-Weddelborg, 1930), by Ken Lavalette (Canada)

Junge, ex- D 40 *Amaryllis*, *KDY 1930*, won an exceptional design concept award at the Danish exhibition in 1929, and was subsequently built by Nordbjærg Baadeværft of Copenhagen.

The *KDY 1930* name indicates that she was a “lottery boat”, commissioned by the [Kongelig Dansk Yachtklub](#) (Royal Danish Yacht Club). The fact that she was owned the following year by the Crown Prince of Denmark may indicate that she was presented to him as a present, as later occurred with D 54 *Dan* (see T. Street & P. Barck, *The Six Metre*, p. Countries 56).

During the period 1936 – 1947, she was owned by Henry Erlind. In 1953, her owner was T.M. de la Cour of Copenhagen and in 1979, Niall Carney of Picton, Ontario.

She is built from mahogany planking on white oak frames, with Sitka spruce spars and a cast iron keel. Her hull has been splined and epoxied overtop, and her mast has been cut in half.

Junge has sadly fallen into the hands of neglect and requires a major restoration and refinishing to bring her back to her former glory of seventy years past. She will require a complete new backbone (stem, keelson, deadwood and horn timbre), a new ballast keel, keelbolts, new frames, planks, transom, deck, superstructure and a new mast. She also requires a complete refinishing from stem to stern.



19. SWE 136 Lisbeth 5 (J. Anker, 1932), by Johan H Larson (Sweden)


History and background.

The Six Metre yacht *Lisbeth 5*, former N 46 today SWE 136, was both designed and constructed in Norway in 1932 by Johan Anker. Mr. Anker was the most successful Norwegian yachtsman, naval architect and yard owner. He owned and managed the Anker & Jensen yard in Asker, outside Oslo from 1905 until his death in 1940, and in partnership with Christian Jensen during the period 1905 – 1915.



TORLEIV GORNELIUSSEN, KRONPRINS OLAV OG JOHAN ANKER

Mr. Anker is today mostly known for the Dragon he designed and built in 1929, however he developed and raced mostly Metre yachts during his lifetime. He participated in several international regattas, championships and Olympic games and won numerous awards and trophies. His yard had high reputation and many famous and important people as customers. Amongst his successes he won the Gold Cup for Norway in Gothenburg in 1931 at the age of 60, with his Six *Abu*, N 45, built in 1931. *Abu* is today owned by Tim Street and soon ready to race again after many years of dedicated renovation.



THE GOLD CUP
Resultatene 1922–1932.

1922 Horten. Norge, Sverige og Finland,	vinner Norge
1923 Horten. Norge, Sverige, Danmark og Finland	» Norge
1924 Hanka. Norge, Sverige, Danmark og Finland	» Sverige
1925 Gøteborg. Norge, Sverige, Danmark og Finland	» Norge
1926 Hanka. Norge, Sverige, Danmark, Amerika, Frankrike og Holland ..	» Amerika
1927 New York. Norge, Sverige, Danmark, Finland, Amerika, England, Hol- land, Italia og Tyskland	» Sverige
1928 Sandhamn. Norge, Sverige, Danmark, Finland, Amerika, England, Hol- land, Italia, Spania og Tyskland ..	» Norge
1929 Horten. Norge, Sverige, Finland og Holland	» Sverige
1930 Gøteborg. Norge, Sverige, Danmark, Finland, Holland, Frankrike, Eng- land og Amerika	» Sverige
1931 Gøteborg. Norge, Sverige, Danmark, Amerika	» Norge
1932 Norge, Sverige	» Norge

The

Scandinavian Gold Cup

Numerous Sixes were commissioned by KNS (Royal Norwegian Yacht Club) as lottery boats (named Elisabeth I – X) to further develop the class. When times got worse in the 1930's it was more difficult to sell enough lottery tickets and syndicates were created to get new boats onto the (international) racing courses.

Johan Anker together with Einar With, board member of KNS, and some additional yachtsmen created a Six Metre syndicate, with the aim of developing a Norwegian defender for the 1932 Gold Cup. The new boat N 46, design no 366, was christened *Lisbeth 5* in honor of Einar With's daughter Lisbeth.



The boat was ready to race in May 1932. Johan Anker as skipper and helmsman did not manage to defeat his previous boat, Gold Cup winner *Abu*, now helmed by Magnus Konow during the Norwegian qualification trials. Light and unpredictable winds, combined with the fact that *Lisbeth 5* came directly from the

yard to the qualifying races, contributed to this failure. *Abu* repeated its earlier success by winning both the Gold Cup and One Ton Cup for Norway in 1932. This showed once again Anker's position as the leading naval architect, an international yachtsman, as well as the builder of world class Six Metre yachts.



After the qualifying races for the Gold Cup in May 1932, Einar With took over *Lisbeth 5*, after he won the syndicate lottery. His earlier Sixes were N 15 *Lisbeth 2* (1924) and N 21, *Lisbeth 3* (1926), both Anker designs built by A&J. *Lisbeth 3* won the 1926 KSSS Sandhamn Regatta in Stockholm.



Sandhamns-regattaen 1926. LISBETH 3 vinner overbevisende på Kanholmsfjorden

Einar continued his Six Metre racing during the 1930s with *Lisbeth 5*. Sixes were the biggest racing class at this time in Norway. He was a very keen yachtsman and participated in all the major regattas, such as the 1933 "KNS-jubilee-regatta" and the 1934 "Kieler woche" with good results. Also, as board member of KNS, he worked hard to improve and develop its junior activities and made a great contribution to Nordic yachting.

According to KNS register, *Lisbeth 5* had several names and about 10 owners in Norway after Einar With and underwent many rebuilds and changes. Just before the Anker & Jensen Yard was closed down in the 1940s, she had a major refit to facilitate both racing and cruising. She had the forward cockpit rebuilt and covered with a skylight and her aft cockpit enlarged. In addition, a small helmsman's cockpit was created, in line with Anker's designs for larger yachts.

In the 1970's she was re-measured and was raced in accordance with different Scandinavian handicaps, e.g. the LYS.

In the middle of 1990s she was equipped with an inboard engine.

Lisbeth 5 had been actively raced but remained around Oslo for 68 years when Johan H Larson purchased her in 2000. One year later a complete renovation was embarked upon to ensure her return to international classic Six Metre racing again.

With her exciting background and her having been built by Johan Anker to the highest standards, we felt obliged to bring her back to her former original configuration and glory, whenever possible. Our ambition has been all along to restore her to original racing specification, in accordance with Johan Anker's intentions, drawings and launching specification as far as possible.

Lisbeth 5 was at her time a true representative of the thoroughbreds there were available for international racing in the Six Metre class and she was skippered by one of the best.

To ensure the highest standard for her renovation, Peter Norlin, famous worldwide as a designer and sailor for the

class, was engaged as technical consultant. The work was performed by a team of very skilled boat builders in Orust on the west coast of Sweden. Orust is famous for its traditional boatbuilding skills and is the area where most of the famous Swedish yards and suppliers are located today. The final works, launch and measurements were made in 2006/7 at the Schelins yard near Stockholm.

Lisbeth 5 had a lot of new timber installed and her structure was strengthened to last longer and to stand up to the high loads placed on a Six. We kept her original deck layout and light racing construction with



canvas over the planking. In the end we decided to measure in accordance to the Third Rule and on the same day as her first measurement, but 75 years later, she was measured again in may 2007 and was ready to race.

Johan Anker was a great supporter of the International Rule and was very active in the Rule's developments. He didn't like either extreme solutions or too many restrictions within the rule. He always pushed for the Rule to develop speed enhancing waterline and sail area separately. Above all, he championed sportsmanlike yacht racing.



Lisbeth 5's design and lines are accordingly very typical for Anker from this period. She has a U-shaped stern and a narrower deck line, which according to Anker, was the best interpretation of the Rule. However this resulted in unnecessarily wet sailing in high waves. He wrote in an article in September 1932 that the rule should be changed on this point to create better boats. He finishes the article by commenting that the Rule has given Norway some fantastic international competitive boats as basis for true racing and sportsmanship. Additionally he extends a great Thank You to Den Norske Veritas (DNV) for the

thorough job they have done in verifying the Rule's scantlings.

Lisbeth 5 is today registered in the Royal Swedish Yacht Club, KSSS, and belongs to the Swedish Six Metre fleet in Stockholm. During the 2007 season, she participated in the RYS World Championships and the R rule Centennial Regatta in Cowes, England. SWE 6 *Fågel Blå* defended the Swedish colours by winning the classic championship. *Lisbeth 5* had some good races but an overall disappointing result that indicated there were great needs for improvements in speed, handling and reliability. Further development on her path towards successful competitive

racing was executed by some of the best British Six Metre sailors at the end of the season 2007, as she was left in Hamble for improvements. During the 2008 season *Lisbeth 5* participated in the European Championship at La Trinité, Brittany, with clear result and speed improvements, ending with a good 7th place but still weak in light winds. All the changes enhancements and developments had started to pay off.

Lisbeth 5 is today in immaculate condition, fast overall and a well balanced Six Metre yacht, with racing ambitions in line with Johan Ankers ambitions. We have kept her original name in honor of the first owners and their remarkable contributions to yacht racing in the Nordic waters. We are proud to be able to build on their yachting sportsmanship traditions with the new "Lisbeth 5 Yacht Racing Team".

K. N. S.					BÅTKORT: <i>6 m. R. N. 46 J. Anker</i>				
FAST KAPP. SEILNR.	LENGDE		BREDE	FRIBORD	DYP. GÅENDE	SE	SEILLENGDE ILL. M.	BYGGESTED OG ÅR MATERIAL, KIEL	KONSTRUKTOR OG BYGGEMESTER
	OVERSAL	I KANLINE							
6 N 46	11.26	7.29	1.88	0.73		13.28	6.0	Asker 1932 <i>s.p. bly</i>	Johan Anker Anker & Jensen
BÅTENS NAVN					EIER			REGISTRERT DATO	STR.
- "Lisbeth-5" 6 m.R					Konsertium			18.3.35	
"N.N."					Ragnar-Withy-Oslo,			11.5.32	
"Nataseha-5"					Egil-Sundbye, Ormøya,			10.4.35	2.5.38
"Tosea"					- Johan-v.-Dreggh, Lillestrøm			2.5.38	30.6.48
"Penovill"					Erling Mossige, Oslo,			30.6.48	3/8 53
"N.N." "Sea-breeze"					J.H. anker, Oslo			3/8 53	29/4/57
"Power"					Finn Holt, Oslo			Febr. 1960	1961
"N."					Nils Udgaard, Høvik			Des. 1961	1964
"Ramara"					Jan-Scott Bjørthun, Oslo			1966	1971
"SOEBA"					Ole Ole Halvors, Oslo 1978.			1978	
6 N 46 SEA BREESE									

KNS file card for Lisbeth 5

20. GBR 1 Maida (J. Stephen 1932), by *Richard Rankin (U.K.)*

Maida is currently laid up as Richard concentrates on racing his 12mR, *Italia*.

21. FRA 88 Mandragore (F. Camatte, 1939), by *Henri Thibault (France)*

Mandragore, whose first two names were *Fou* and then *Dingo*, has a special link with two other French Sixes.

She is practically the sister ship of *Vingt Ans Après*, designed by François Camatte in 1938.



Her other link is to one of Ph. de Rothschild's five Sixes, his 1929 *Cupidon-Fou* (which happened to be re-discovered last year). Custom had it that later purchasers of the Rothschild boats always deleted the "Cupidon" portion of the boat's name. So her later names were *Le Fou* and *Triple-Fou*. While still bearing the first of these, she was purchased in 1937 by a certain O. Dewez. Two years later, he commissioned a new boat, with a shorter version of the name, *Fou*, today's *Mandragore*.

Mandragore's broad vertical transom suggests that, like many Sixes, she has had some of her counter cut off. One of the unverified stories about her is that this happened when she was owned by a family that produces one of the best known brands of "pâté" in France. This owner kept the sawed off counter, installing it in the entrance hall of his house to use as a telephone table.

The photo above shows her with a raked transom, before the counter was shortened.

Mandragore was put in top notch racing condition for the June 2008 European Championships (EC 2008) and then, in July, the Open de France at La Trinité-sur-Mer. This included a new genoa and restoring the mast.

Though the EC 2008 results were honourable (18th out of a fleet of 22), we felt that she was capable of doing better.

With a new mainsail which arrived in time for the Open de France, we were consistently 3rd, just behind *May Be VIII* and *Titia* – and we even came in first once.



Mandragore at La Trinité (left) and on its way to winter storage (right).

22. [FIN 38 Mariana](#) (G. Jacobsson, 1938), by Catharina Gylling-Bärlund (Finland)

Mariana was built in 1936 by the Wilenius boatyard at Borgå, Finland.

Her first owner, Gunnar Jacobsson, a member of the Nyländska Jaktklubben (Nyland Yacht Club) in Helsinki, also designed her, thus initiating Team Mariana's slogan: "*The secret to getting ahead is getting started!*".

FIRST YEARS

Mariana is Gunnar Jacobsson's only Six Metre design. She got her name from Jacobsson's wife, Sally Mariana. She has a rating configuration of light displacement, long measured length, small wetted area and small sail area. She performed well upwind but wasn't competitive with the all round performance of Tore Holm's designs of the same period. During 1936-1940, we find her typically in the middle of the pack. She was sold to a German military attaché in Stockholm in 1941 and then had six Swedish owners during the period 1941-1977.

ANECDOTES

During the war, the charts of Swedish archipelago were withheld from sale to the German military attaché, but he managed

to obtain them from German Navy headquarters in Kiel. With his military maps aboard, he was able to navigate through Sweden's dangerous, but peaceful, waters until 1945

King Carl XVI Gustaf was supposed to sail onboard *Mariana* in the 1975 World Cup in Sweden, but His Majesty broke his leg just beforehand, so he had no choice but to remain a spectator with his plastered leg.

LATER HISTORY

It was love at first sight when Rabbe Kihlman and Mats Andersson saw *Mariana* in Sandhamn in 1975. After two years of serious negotiations, she returned to her original home of the Finnish Archipelago and lots of tender loving care. In 1991, Rabbe's second cousin, Erkki Kairamo, bought a $\frac{3}{4}$ share of Mariana. Since then, Rabbe and Erkki's sons Antero, Eero and Jaakko have been sailing together on her. As permitted by the Class Rules, they sailed as a crew of four. Mariana is one of the few 6mR's, which still acts as a cruising yacht as well. For cruising purposes Mariana has a removable galley and other interior

arrangements, which give the crew some comfort during the cruises.

RENOVATION HISTORY

Mariana went through a major renovation 1973-1975 in order to be at her finest for the 1975 World Cup. After the new partnership in 1991, 30 new ash frames were installed. Similarly, a couple of planks, the rudder and the metal floors were renewed. The original Honduras mahogany was still fine on the topsides but some parts of underwater hull needed new planks. Mariana went through a second major renovation in 2000/2001 (October to June) and while the skeleton was still new, the underwater planking and deadwoods were totally renewed during the renovation at M-Yachts Lovisa, Finland, by Martin Rosenstedt.

BEST RACE RESULTS

Classic World Championship winner: -95 in Sandhamn.

Classic Nordic Championship winner: -83, -87, -91 and second: -97.

Finnish Championship winner: -91, -93, -96 and second: -92, -94, -95, -97, -98.

Commodores Cup: 15 times winner since -77 and three wins in a row -96, -97 (a tie with May Be IV) and -98.

Finnish Ranking Winner: -91, -93, -95, -96 and second: -92, -94, -97, -98.

Mariana has been one of the top scoring Sixes in Finland since 1977. The World Cup win in 1995 was big success, despite the fact that the race was sailed in very light winds. The silver in 1999 is an even greater success, given the highly competitive fleet of 32 boats. In fact, her 10 year total of 409 points places her ahead of *Off Course* and *May Be IV*, each with 395 points. Although the difference is only of 14 points, it becomes significant when one realises that it corresponds to beating

them 10 times more than she was beaten - and that over more than 50 regattas.



RECENT YEARS & CREW FOR 2009 SEASON

In June the 9th 2007 Mariana got new owners, the Jansson's family (three siblings: Gina Bergenheim, Bettina Nyman and Martin Jansson) bought her (see her For Sale listing at p. 45 of the March 2007 issue of this newsletter). Mikael Frisk also joined the team then – and I just joined. Due to the fact that Mariana now has a crew with three girls, she has gotten the friendly nickname among the Finnish fleet who call her 'the girl boat', and everybody knows 'you have to beat the girls'!

NEWS

Mariana underwent further restoration during the winter 2008/2009 (October to January). She has a completely new teak deck and everything inside has been sandpapered and varnished. She has also been re-painted, with the same colour scheme as before: white topsides with

black under the water and a red waterline. The deck layout was not changed.

AIMS & GOALS FOR THE NEAR TERM

Mariana has the great honour of defending her former title as classic World Champion. With her very light new deck, she will be tough to beat in 2009.



FIN 43 Wire, FIN 12 Fridolin, FIN 38 Mariana & FIN 60 Off Course



(Photos courtesy of Jorma Rautapää)

23. GBR 42 Melita (w. Fife, 1934), by Robert Henry & Ronald B. McGhee (U.K.)

(Editor's note: The article written by David Roberts, *Melita's* current owner, which appeared in last year's newsletter, stated, "*Melita* ... appeared in the Clyde International Regatta in 1972 and little seems to be known about her until she was sold by a Peter Strenger in 1978 to

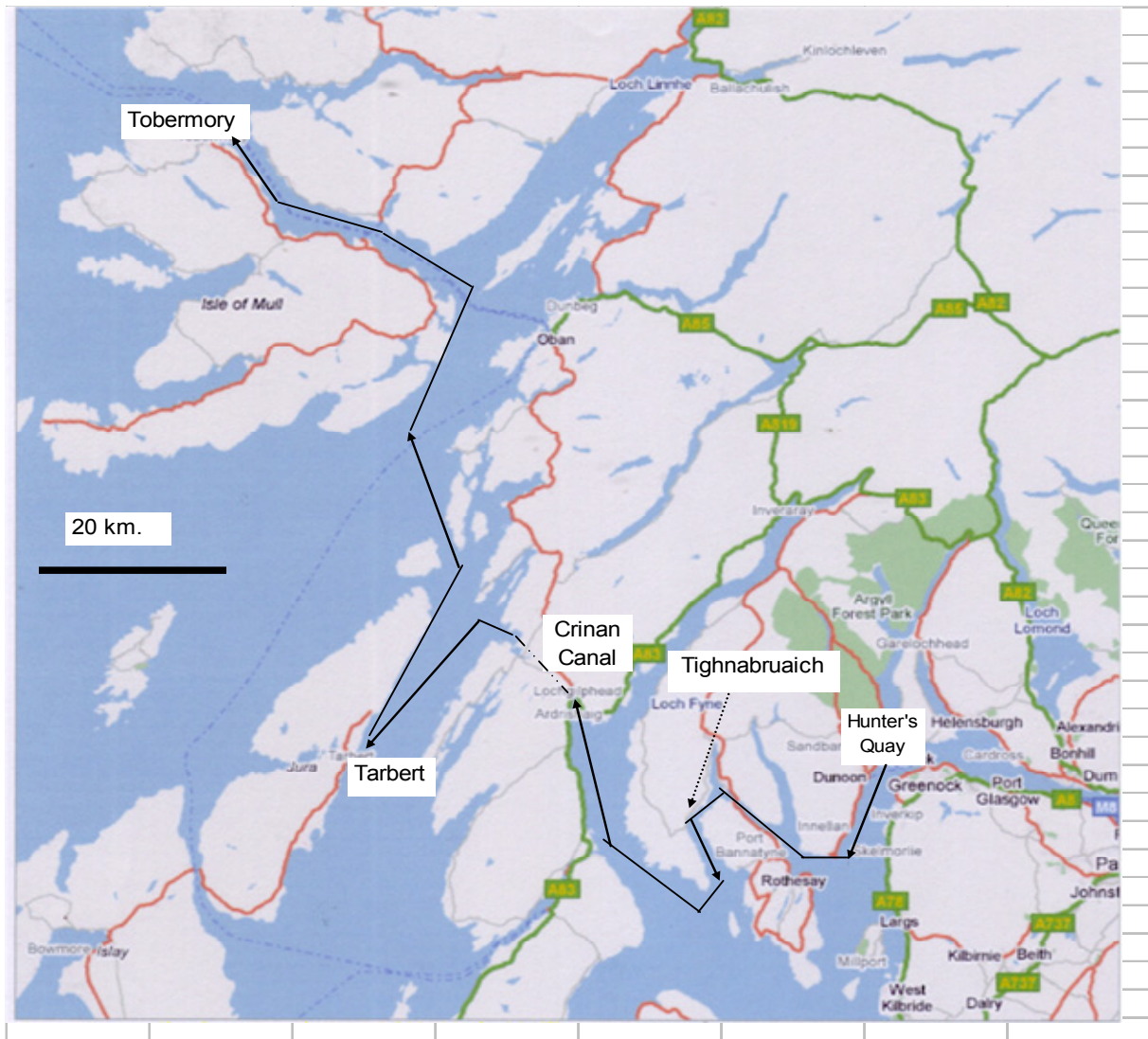
Kent Persson in Sweden". The authors of this year's article are her owners of that period. They wanted to fill in this gap in her history.)

When we bought *Melita* in December 1971 for £3k, she was lying at Robertson of

Sandbank on the Holy Loch. We spent the winter repairing and repainting her in preparation for racing on the Clyde in the handicap class.

In the summer, she was moored at Roseneath on the Gairloch. She was competing most weekends on the Clyde.

In July, we would participate in the Tobermory Race (Hunters Quay via Loch Fyne, the Crinan Canal, Tarbert and on to Tobermory; see map below).



And then in August, we would compete in the West Highland Week. Around 1974, the same year that we registered in Lloyd's, we won the Oban Cup.



K 42 Melita in 1972 (crew member Norrie Crawford) at her moorings off Roseneath on the Gareloch.



Melita racing towards the entrance to the Kyles of Bute and on to Tighnabruaich.

In the autumn of 1978, we sold *Melita* to Sweden.

We hope this has filled in some of the history which we are proud to have been part of.

24. K 19 Melita (A. Müller, 1910), by Karin Scheithe-Kühnbach (Germany)

First, about *Melita's* sail number: the "K" doesn't stand for the U.K., but rather it was the letter used for early Sixes in Germany, with Eights using "H".

(Editor's note: In France, as of 1908, "J" was used for Sixes and "H" for Eights. In 1909, the rule changed. Boats had to show the number of their rating certificate, with a bar underneath. There was also a rule for visiting foreign yachts, which were assigned the numbers from "99" down. By 1913, Sixes had to show "L", with Eights still at "H". These rules were often ignored, with race committees imposing their own numbers, with the result that the same boat would bear different numbers during the season. See: Noël Gruet, "Les 6mJI en cartes postales", Cahiers du Bassin d'Arcachon, N° 12 - April 2001: pp. 11-16)

Melita is fairly typical for a Six of her period: l.o.a. 9.10 m. and a beam of 1.70 m. She is a light boat, weighing only 2.2 T., with a lead ballast keel of 1 T.

Her architect, Arnold Müller, was based in Lindau and her builder, Karl Minn, the owner of the Minn Werft Wasserburg, on

Lake Constance. She was launched on 17th July 1910.

She was commissioned by a Russian State Councilor from St Petersburg who owned the Allwind Castle on Lake Constance. *Melita* was the name of his granddaughter.

When he died in 1913, his widow donated her to the Lindauer Yachtsmen Club.

In 1953, she sank in a storm and her two crew member's lives were lost. She was refloated and purchased in 1959 by Josef Graf who added a cabin.

Karin Scheithe-Kühnbach acquired her in 1976 and moved her to the old farm at Allgäu that she and Hansjörg bought in 1988.

Last winter, Hansjörg carried out a major restoration of *Melita* by himself. The oak wooden keel, deadwoods and underwater planking were replaced using Kampala wood. The keel bolts were replaced and some laminated replacement frames were installed in the bow. A slideshow of the restoration can be seen at <http://hansjoerg->

kuehnbach1.magix.net/, then clicking on "Refit Melita 2007-2008".

Every summer *Melita* participates in the round Lake Constance regatta and placed

2nd among Sixes in 1988. Karin and Hansjörg take cruising vacations on *Melita*, taking advantage of her cabin. In 2009, they will cruise Lake Geneva.



25.GER 30 Mena (C. Nicholson, 1946), by Dr. Thomas Kuhmann (Germany)

MENA – A True 6 Metre Survivor -

From the Solent via Munich to Flensburg

Mena is Charles E. Nicholson's last and - as many say - best 6 Metre-

design, dating from 1939. But she was only built in 1946, following her first

owner's commission in 1945. With a white hull she was launched in 1946 and sailed from then on in the Solent together with her peers as explained below.

In 2002 *Mena* was for sale by Ian Henderson and Anthony Gibb whose partnership ended when Gibb had decided to move to Wales.

Assisted by Peter König of Baum & König, Hamburg, acting as a broker, I - until then the proud owner of a Second Rule Six, *Aloha II*, which had been Sweden's entry for the 1924 Olympic Games - had decided to look for a Third Rule boat to be more competitive in international Six Metre racing. One day I read the ad placed by the owners in "Classic Boat" and had Peter contact them immediately. Within a few days, the price and the terms had been settled and *Mena* was put on a truck which happened to be in England and was travelling back to Germany. She arrived in Germany on 23rd November 2002 - much to the surprise of a few interested British buyers, who weren't able to make up their minds so quickly!

After a major restoration of the hull and a significant change in the cockpit layout, *Mena* hit the water in the south of Germany on Lake Starnberg, starting the season of 2003.

Mena had come to life on Charles Nicholson's drawing board in 1939, after he had been busy designing the J-Class Yachts *Shamrock V* in 1930, *Endeavour* in 1934 and *Endeavour II* in 1937, all impressive, but not capable of beating the Americans in the

America's Cup. *Mena* had more luck than Nicholson's J boats. With her original sail number K 52 she also had better luck better than one of her near sister-ship by Nicholson. This one, *Lalage*, K 51 represented England at the 1936 Olympic games in Kiel where she won the gold medal - albeit after the disqualification of some other boats. Her bad luck was to have been later burnt by the jealous wife of a Belgian yachtsman who spent too much time restoring her after he had bought her, leaving his wife all alone at home !

Mena was also lucky to be built at a time when - after a serious collapse of the class starting in 1933 - Six Metre racing resumed in 1946 in the Solent and on the Clyde. *Mena* was actively sailed on the Solent and "joined the club", then consisting of *Kyria* owned by Air-Commodore "Paddy" Quinell and *Erica*, both Camper & Nicholson designs, *Marletta* and *Thistle* by David Boyd and, of course, James McGruer's *Caprice* (K 48) and *Noa* (K 49).

Clearly, *Mena* was an all-round, but specially a heavy weather boat, ideal for the Solent, where she was later joined by the Boyd *Royal Thames*, the Fife *Clyde* and *Noresca* by Bjarne Aas.

Mena also survived the second collapse of the class in the mid-1950's: While most of the British boats were laid up and sold to France or Canada, only a few remained sailing in England: *Kyria*, *Thistle* and *Mena*.

But for the next few years, we are unsure about *Mena's* exact

whereabouts. However, in the mid-1950's she had been brought to the Hamble for some time, and was moored in front of the Nicholson's family house where she was sailed by a professional and by Peter and George Nicholson as young crew members. From George, I learned recently that the professional was a serious light-weight boxer, Ron Draper, who was able to climb the mast, just using his arms ! Later on, after having been raced by Tom Richardson, *Mena* was apparently moved to the Channel Islands.

When the second revival began in 1984 with Tim Street and Tim Russell re-starting the class which had been sleeping for a long time, *Mena* was still around, as were *Zenith*, *Saskia-of-Rhu*, *Catherine* (now both owned by Jean Denis Sarraquigne of St. Tropez), *Thistle* and *Kyria*. Together with a few moderns like *Kirlo*, and *Perdita* by Ian



Further enhanced following some self-caused accidents such as hitting a buoy during racing at the Worlds in Cowes 2007, and some unfriendly collisions caused by fellow sailors in Sandhamn 2005 and La Trinité-sur-Mer in 2008, she was subsequently brought to a technically and visually perfect condition – and much modernized compared to her appearance

Howlett, *Mena* once again turned out to be a true survivor.

In the Channel Islands, she was bought by Anthony Gibb and Ian Henderson in 1998 who had the guts to sail her back to England, had her restored at Lallows in Cowes and subsequently sailed her very well, e.g. coming second in the British Classic Championships in 2001 !

When the author bought her in November 2002 and had her shipped to Germany, he was reasonably sure, that this would be the start of a big love affair, but not of how much it would cost! With serious restoration needs on the keel, some planks and the rudder, quite an extensive program was necessary, followed by some practical changes of the cockpit, and a modernization of the winches, the rig, etc., which were done in various steps between 2003 and 2005.



prior to coming to Germany. Now, powered by state-of-the-art sails made by Beilken in D4-technology, she is competitive against all seriously restored boats from other countries, all of whom have improved the level of performance in the Classics division so much in the last few years !

Since 2003 she has (with her new sail number G 30) represented Germany, together with the Classic *Aida* of Dr. Bjoern Storsberg and the Modern *Courage VI* of Dietrich Grünau, in all international events since 2003, coming 5th in the Europeans in Flensburg in 2006, and 10th at La Trinité-sur-Mer last year.

Recently, *Mena* was moved from Lake Starnberg just outside Munich to join

Aida, Lillevi and a few other strong Sixes in Flensburg in the very north of Germany, where a German Metre Class centre is planned under the auspices of Oliver Berking, now also co-owner of *Sphinx*, the beautifully restored 12 Metre by Abeking & Rasmussen. If all goes well, *Mena* will also go to Newport to co-represent the European fleet in the coming World Cup this September.

26.G 24 Michel Selig (R. Drewitz, 1935), by Basil Carmody (France)

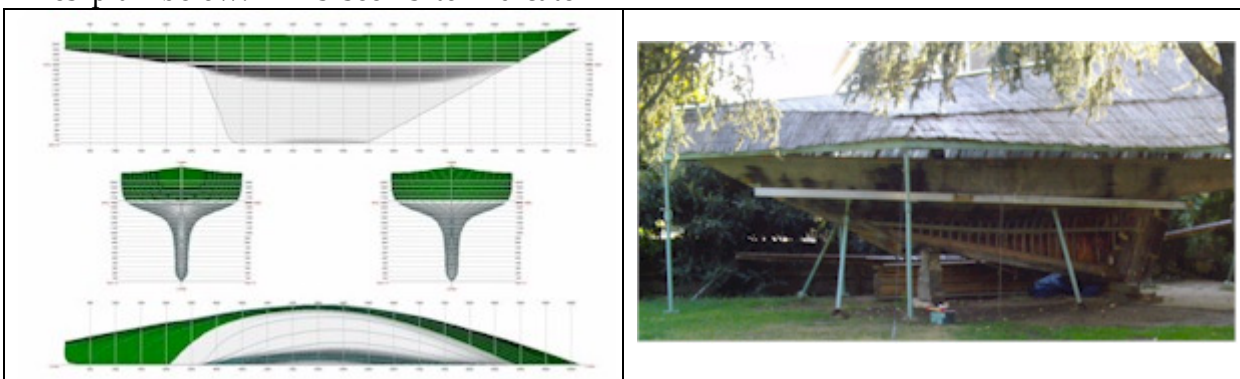
Joanna has reverted to her original name and sail number.

Her restoration is proceeding slowly, but steadily.

The offset data from taking off her lines was entered into the DELFTship software to produce a computer model and the lines plan below. This seems to indicate

that her architect, Reinhard Drewitz, possibly the best dinghy architect of the 1930's, designed her as a Six Metre "dinghy" with a 1935 version fin keel.

To rate as a Six, she has to float with her bow down and with the aft end of the waterline ending right at the top of the rudder shaft, as shown in the photo below.



In the photo which appeared in *Die Yacht* at her launching, the caption reads:

„Dieser Vorteil ist jedoch nur dadurch möglich, daß das Boot bei der Vermessung auf einer anderen Ebene schwimmt als beim Segeln. Die Trimmänderung wird dadurch erreicht, daß die Mannschaft ganz achtern untergebracht wird.“ (“This advantage is possible because the boat, in addition to its measured plane of flotation, has a second plane of flotation when it sails. This change in trim is accomplished by the crew being situated fully aft.”)

We wonder if Drewitz intended her to sail like a dinghy with the crew placed forward (and the hull thus trimmed forward) in light winds to reduce wetted surface, and then with the crew placed aft in heavier winds to lengthen her waterline.

She will be completely re-built, saving only her lead ballast keel. She has been dismantled, with the starboard planks and the port frames saved as models for the re-build.

Readers can subscribe to the blog of her restoration at www.joanna.fr.

27. SUI 24 Midinette (F. Camatte & A. Godinet, 1933), by Bernard Keller (Switzerland)

***Midinette's* log of her days on the “Croisette” at Cannes**

The Régates Royales at Cannes are essentially a classic boat regatta. More than 150 wooden boats of yesteryear arrive for the event. Last year (2008), they were held from Monday 22nd to Saturday 27th September, with two of the days being organised by the Société Nautique de Genève.

Saturday 20th September

With dawn breaking over Lake Léman, *Midinette* set out on the road south with her tender and three of her crew members, Bertrand, Gillou et Hervé.

By early afternoon, she arrived at Cannes under a brilliant sun.

After a short flight over the water, *Midinette* is now bathing in saltwater for the second time in her life. A few hours later after everything had been organised, she finally started to make her way to her berth, when - Whoops!!! - a thunderstorm first threatened and then erupted. Bertrand and Gillou arrived in the Old Port of Cannes at nightfall, drenched to the skin.



Sunday 21st September

This is the time for tune-ups before facing southern breezes. The crew members of the various boats meet and mix. Arthur and Loïc, the two remaining crew members arrive.

Monday 22nd September

The first start. The wind is blowing a bit too strong for *Midinette's* taste. The crew tries to make its way to the starting line, despite waves that are beginning to overpower the boat. Prudence prevails and the crew decides to return to port. On the way back, the wind drops enough to justify trying again and *Midinette* starts with the Twelves, Toucans and Tofinous. The day's course is a "raid" around the Lérin Islands, Sainte-Marguerite and Saint-Honorat. While rounding the latter, *Midinette* was in 2nd place among the Sixes, classics and moderns combined and she finished 4th.

Once back in port, the five buccaneers are happy, and especially relieved that nothing broke during this first outing.

Tuesday 23rd September

A heavy calm with threatening weather. The race flags call the sailors to the starting area. Several boats decide that the outlook is too risky and return to port.

Monday had provided the opportunity for *Midinette* to test her limits. Our beauty was built in 1933 and Bertrand and Christian, her new owners, are still learning what she can handle.

Since she had resisted the buffeting by the waves of the previous day, the crew decides to give the second start a

try, despite a growing number of withdrawals. She is only one of two Sixes to start.

One of *Midinette's* claims to fame is to have the biggest Six Metre mainsail in the world. From far away, one is struck by its whiteness and its spectacular size!

Accordingly, the crew decides to sail with only her jib – and, as a result, she comes in first. She stocks up useful points for the following days and is ranked first for the races organised by the Société Nautique de Genève.

This day will go down in the annals of *Midinette* and will undoubtedly be retold many times by Bertrand, Arthur, Gillou, Loïc et Hervé...

Unfortunately, the day was marked by an important accident which cast a pall on the remaining days of the regatta.

Wednesday 24th September

In the morning, a memorial service was held for the helmsman who had died in the accident.

The races start again in the afternoon. *Midinette* is towed to the starting line by her tender, crewed by Eric, Cathy, Jean-Pierre et Marie-Joe. Luckily, for time was running short.

A beautiful start. *Midinette* is first both close-hauled and down wind. The Swedes on a modern Six use a spinnaker on the last leg. They manage to get on the inside and to be first across the line, with a 2nd place for *Midinette*.

The second race of the day starts with a falling wind where luck beats tactics.

We drop from 2nd to 5th, all in the final 50 metres.

Thursday 25th September

The starting gun fires. After one round, the wind changes by 90°. ... The race is cancelled. Storm clouds begin to pile up. Everyone makes a beeline for home. By the time they arrive in the Old Port, it's a perfect traffic jam.

Friday 26th September

The storm blew itself out during the night. In the starting area, the ballet of boats moves freely, but everyone is on edge. Orders fly out, "Starboard, starboard, tack, tack!" ... *Midinette* is among the leaders, but a little too soon. ... Reparations are made and the advantage is lost. The crew take a contrarian tack. Finally, luck returns. Three other Sixes had also started early, but without taking their penalties. *Midinette* finishes 4th, but remains 1st overall.

The crew is radiant with joy.

Second round: a wind of more than 15 knots! Very unfavourable conditions

for the boat from Lake Léman. ... Far behind, she cautiously follows the fleet. Result: 6th place and *Midinette* is no longer 1st overall.

Saturday 27th September

Absolute calm, not a single wave disturbs the surface of the sea. The boats gather in the starting area. All the boats are turning around the Race Committee boat. They go off in all directions. On the VHF, the Race Committee recounts its search for the first hint of a breeze. Finally, at 3 o'clock, the race is cancelled. As a result, *Midinette* stays in 2nd place overall, including both classics and moderns.

A good part of the fleet heads for the lifting area. Everything is organised very efficiently. After a couple of hours, *Midinette* and her tender, as well as many other boats are lifted on to their trailers and trucks.

Back in the "Village" of the Régates Royales, *Midinette's* team gathers to celebrate. As one, they mount the podium to receive a prize well earned.

28. NOR 86 Miranda II (A. Costaguta, 1936), by Jan Christian Nygaard (U.K.)

Miranda II (formerly I 57) is still at Peter Wilson's yard in Aldeburgh in the last stages of restoration. With luck, she'll be ready in the spring.

She will have new rigging, new bronze deck gear, including winches, and ash wood blocks.



I am trying to keep her as close as possible to what she was like when she left the yard in Italy in 1937. She then became one of the stars of the Italian Six Metre fleet, winning several races at the European level.



29. KC 24 Mood (O. Stephens II, 1936), by Duncan Green (Canada)

Certain Six Metre owners may be shocked by the fact that *Mood's* hull below the waterline is now 100% fibreglass, but this was done to make her last forever. Canadian winters (it is now -30 degrees C. as I write this) fracture old damp wood, although they don't necessarily rot it *per se*.

Below the waterline, she was completely "cleaned out" (excavated) down to her outside skin. The hull is solid (no core) and bullet-proofed with 8 layers of "stitchmat" formed to meet the 1936/1949

lines. There is no stronger construction than this.

Mood has a lot of technical refinements to make her "user friendly" like a stand-up bar under a 3/8inch diaphragm bridge deck, as well as access hatches where necessary.

The not very serious photo at left below shows her at an earlier stage of restoration. In the one below at right, one can see the laminated "submarine-type" bulkheads and *Mood's* new mast step.



30. K 35 Naushabah (w. Fife, 1927), by Pavao Sever (Croatia)

Our family boatyard Nova Kapela (near Zagreb), Croatia, has undertaken the replica construction of the Fife design *Naushabah* (later renamed *Bathsheba*).

As for the names, everyone knows the biblical story of *Bathsheba* who became the second wife of King David, to the great detriment of her first husband, Uriah (see 2 Samuel & 1 Chronicles). As for the name *Naushabah*, it means “elixir” in Arabic.

The use of an Arabic word as name is related to her first owner, His Highness the Nabob of Bhopal (1000 km. northeast of Mumbai), perhaps the most exotic of all Six Metre owners.

The title “Nabob” is a variant of the form more prevalent in India of “Nawab”. The Nawabs of Bhopal created the princely

state of Bhopal in 1626 and ruled it until its accession to the state of India in 1947. The founder of the dynasty, Dost Mohammad Kahn, was a Pathan noble born in the village of Tirah on the border of Afghanistan and Pakistan.

Naushabah's owner rule began in 1926. He was the last nawab. His full title at this death was [Major-General His Highness Sikander Saulat, Iftikhar ul-Mulk, Al-Hajj Nawab Hafiz Sir Muhammad Hamidu'llah Khan Bahadur, Nawab](#) of Dar ul-Iqbal-i-Bhopal, [GCSI](#), [GCIE](#), [CVO](#), [KStJ](#) (1894-1960), whose shortened form is Hamidullah Kahn.

As a youth, Hamidullah Khan “nearly died of a broken neck in a polo accident and being a fearless *shikari*, had survived

in the jungle several narrow escapes from charging tigers” (Shaharwar M. Kahn, *The Begums of Bhopal*, I.B. Tauris & Co., London). He was also the first of his family to receive a university education.

Later in life, Hamidullah Khan ordered a fleet of eighteen Nash vehicles, all specially fitted out for shikar as well as Rolls Royces and Bentleys. He also enjoyed the



company of a circle of women friends who would join him at Chicklode or at shikar parties. In January 1947, Hamidullah contracted a clandestine *nikah* with Aftab Jahan, one of the members of this circle.

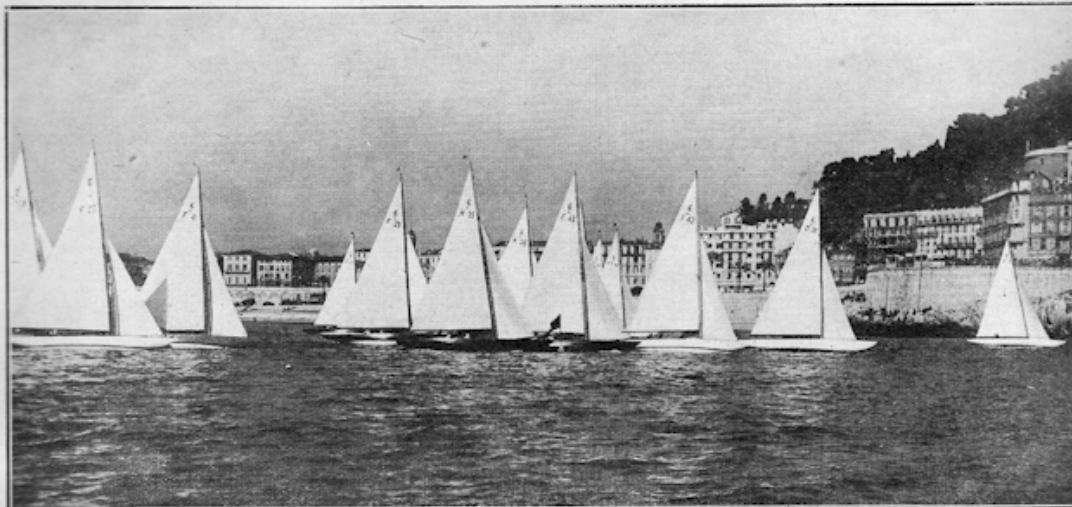
A second possible source for the name is the name of the palace built by his mother, Noor-Us-Sabah, today a five-star hotel at Bhopal.



Dadu (D. 36), à M. W. Vett.
Dana (D. 35), à M. Graal.
Almyro (H. 2), à M. Madlener.
Antiope (Z. 3), à M. E. Corte.
Bellis-II (F. 24), à M. Renoir.
Cora (I. 36), au comm. Roggero.
Feu-Fallet-III (F. 41), à M. P. Girod.
Lau (E. 19), à M. J. Gandarias.
Lina-L.-D. (F. 5), à Mlle L. Louis-Dreyfus.
Lucie (U. S. 36), à M. B. S. Cunningham.
Mati (I. 42), à M. Rosazza.
Naushaba (K. 36), à S. A. le nabab de Bhopal.
Petite-Aile-III (F. 7.), à Mme V. Hériot.
Quixie (K. 35), à M. Guinness.
Rosita (F. 40), à M. F. Conill.
Sallema (U. S. 40), à M. W. H. Bowes.
Sonia (K. 31), à Mme Guinness.
Tanis (K. 18), à Mlle Guinness.
Tilda (F. 29), à Mme F. Conill.
Victoria (Z. 26), à M. Troschin.

One of his grandchildren was [Mansoor Ali Khan](#), sometime captain of the [Indian cricket team](#).

Hamidullah Kahn raced *Naushabah* on the Mediterranean circuit in 1930. The list at left is that of boats entered for the 7th – 13th February 1930 regatta at Cannes in honour of His Majesty the King of Denmark. The photo below, taken several weeks later, was of a regatta at Nice.



Aux régates Internationales de Nice. — Un départ des 6 mètres.

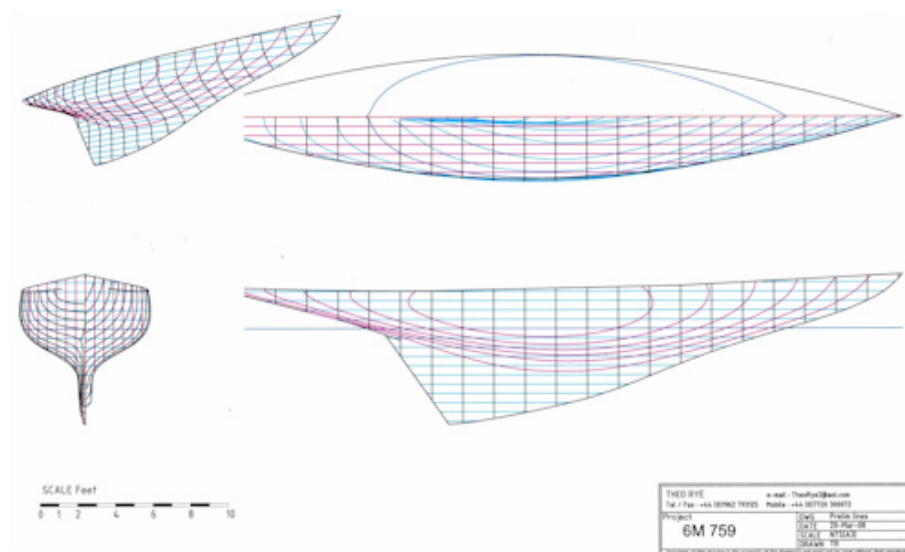
(Photo Ch. Cresp.)

From left to right: ?, F 39 *Priscilla*, F 41 *Feu Follet*, ?, F 29 *Tilda*, K 35 *Naushabah*, K 26 *Priscilla II*, F 43 *Philae*, ?, ?, I 42 *Mati*, ?, ?.

It was in 1932, when she was purchased by Cecil R. Dormer and Cyril M Wright of Lymington, that her name was changed to *Bathsheba*. In 1936, she was owned by W.B. de Sainte Croix of Lymington and in 1947 by Philip Runciman of Hamble. Her last known owner was M.J. Slater of Cowes in 1957.

The project is at its beginning. The ballast is finished and we are working on the backbone.

Naushabah was very successful, being part of the all Fife British team of *Finvola*, *Fintra* and *Felma* which beat the American team of *Akaba*, *Heron*, *Lanai* and *Redhead* in the 1928 British-American Cup races on the Clyde. She was helmed by Sir Ralph Gore, who was also the King's helmsman on *Britannia*. *Naushabah* was the outstanding boat in the series, which was won by the British for the last time.



31. GER 40 Nirvana (O. Stephens II, 1939), by *Oliver Berking* (Germany)

This article follows the one, several pages back, about *Apache*. Like for *Apache*, we are building a “for sale” replica of *Nirvana*. She was originally built by Abeking & Rasmussen.

We’re hoping that both will be swimming in 2009.



32. FIN 60 Off Course (H. Becker, 1940), *by Kaj Karumaa (Finland)*

The following is based on the *Off Course* Web site (<http://www.offcourse.fi>).

The X-Syndicate of Gothenburg commissioned Harry Becker to design *Off Course*. She was built in 1939-40 by Rödesunds Båtvarv of Kalskrona, Sweden. Becker was more known for his radical yachts in the Swedish Square Meter Class. He was the undisputed champion in designing 22 m² yachts. Even his Six Metres were known for their slim and slender lines. Becker designed three Sixes, the other two being *Attack* and *Flush* and all of them are active today.

Off Course is a relatively heavy yacht (4.3 tons), she has one of the largest sail areas, and a large J-measure. The difference between the girths is large and the keel is exceptionally narrow.

FIRST YEARS

Her first name was *Bissen* and, as is often the case for Swedish boats, she had six other names in her first 40 years. Her first season was not exceptionally successful, so she was sold the following year to Kjell Grauers in Stockholm. Grauers raced in several competitions during the Second World War. The following owner roofed the yacht and used her as a cruising yacht to the 1960's.

LEGENDS, MYTHS, ANECDOTES

It has been said that one of the reasons that *Off Course* was not successful during her first years was that she leaked too much close to the mast and keel. Despite Becker's longstanding relationship with the Rödesund yard, this was due to a construction error. In the 1970's, her 8th owner, Åke Burman, rebuilt the mast step according to instructions from Harry Becker.

One of the legendary "mascots" of the Six Metre fleet in Helsinki was Lauri "Igge" Sederholm. He was an original member of the syndicate that brought *Off Course* to Finland in 1989. The Six Metre was the centre of his life, which in turn led to a tragic accident in 1994. A memorial service for him was held during the Kronbergsfjärdsregatta in 1994 and "The Saloon Masters Trophy" was donated to the Brandö Yacht Club in his memory.

REPAIR & RENOVATION HISTORY

Åke Burman gave the yacht a new plywood and cloth deck, but he kept the original roof. The roof was removed 1980 when Anders Hedman rebuilt the deck with plywood below and teak above. He also replaced mahogany planking close to keel with moulded mahogany plywood. The old wooden mast was also replaced with an aluminium one.

The two other members of the original syndicate were Kaj "Kaitsu" Karumaa and Pekka Barck. They were later joined by Erkki "Eki" Karumaa. Today, *Off Course* is co-owned by Kaitsu and Erik Lähtenmäki. Their aim has been to improve her each year. Most of the work was done in 1996 and 1999, when the yacht was at the M-Yachts wharf in Lovisa. Under boatbuilders Martin Rosenstedt and Sune Carlsson, the following items have been replaced:

- 10 lowest planks on each side,
- wooden keel, sternpost, rudder and half of the bow,
- 30 wooden and 12 steel frames,
- mast, boom and the winch table of the mast.

- deck, with Oregon pine and mahogany, and also some of the deck beams.

In addition, a new stainless steel mast was installed; the hull was oiled from the outside; and a new set of sail were produced by Meripurje.

BEST RACE RESULTS

- World Cup fourth in Hanko 1999,
- Nordic Championship winner 1984, 1990, 1992 and 1997,
- Finnish Nationals winner 1994, 1995, and 1998,
- Swedish 6mR ranking winner 1987 and 1988,
- Finnish overall ranking winner 1992 and 1994,



FIN 60 Off Course, FIN 50 Ali Baba II and FIN 62 Wildcat II (Photo courtesy of Jorma Rautapää)

- Helsinki Classic Regatta winner 1994 and 1999,
- Hanko regatta winner 1997,
- Kronbergsfjärdsregatta winner 1994 and 1995,
- Mariehamn Regatta winner 1990,
- Viaporin Tuoppi winner 1995 and 1998,
- Segelbåtens Dag Regatta (Stockholm) winner 1988.

RECENT HISTORY

Since *Off Course* has been brought to Finland, she has been one of the most successful Six Metres. She has always been a dangerous competitor, especially in high winds



FIN 43 Wire, FIN 12 Fridolin, FIN 38 Marian and FIN 60 Off Course (Photo courtesy of Jorma Rautapää)

33. S 15 Paradox (Y. Holm, 1928), by Mats and Savina Johansson (Sweden)

Paradox was built in 1928 by the Norrtälje Jakt o Motorbåtsvarv.

Her designer was Yngve Holm, brother of the famed Tore Holm and son of Knut Holm, who taught the brothers their trade at Gamleby varv in Sweden.

A certain Axon, "a shipping journalist", recounted that one day, as a young student, he saw a fantastically beautiful

yacht in the inlet to Västervik. He could not help but wish with all of his heart that he could sail on her.

That is, until he heard the old captain roar at the crew which consisted of two young men of Axon's age. The young men scurried back and forth, stretching the ropes taut and rolling the loose ends up neatly, all the while being bellowed at

by the old man. When all was tied up and the yacht neatly moored, Axon approached the boat and talked to the young men, as was the custom in those days. Praising the beauty of the yacht, he could not help but ask how they could stand to sail with that ("gubbfan" for the Swedish speaking readers) horrible old man. The older youth, Yngve, just smiled and said, "We have no choice. He is our father."



From left to right: Tore, Knut and Yngve Holm

Tore Holm eventually took over Gamleby varv from his father while Yngve Holm ended up at Norrtälje Jakt o Motorbåtsvarv where *Paradox* was built. Sadly, the yard burned down, so no plans are available by that path. Perhaps Norske Veritas has a set, but we have not yet checked whether it was they that surveyed her.

Paradox is built of pine on oak frames. Some iron frames were added during a rebuild in the 1950s and the wooden keel was replaced in the 1980s. She has an Oregon pine deck and, according to the one press clipping that we have seen, she seems to have had a cabin from the beginning. Originally she was 9.25 m. l.o.a., with a waterline length of 7.20 m. and a beam of 2.00 m. She displaced 3200 kg and had a bowsprit. These measurements allowed her to carry quite a large amount of sails within the Rule, which was the point of the experiment. She had very short

overhangs, especially at the rear where she looked like she had had her counter sawed off just behind the tiller.

She premiered at the KSSS (Royal Swedish Sail Society) Pentecost regatta with Yngve Holm as helmsman (picture at left).

She placed 5th and 6th after the two first days of sailing. Observers noted that she was not a boat that would do well in heavy winds.

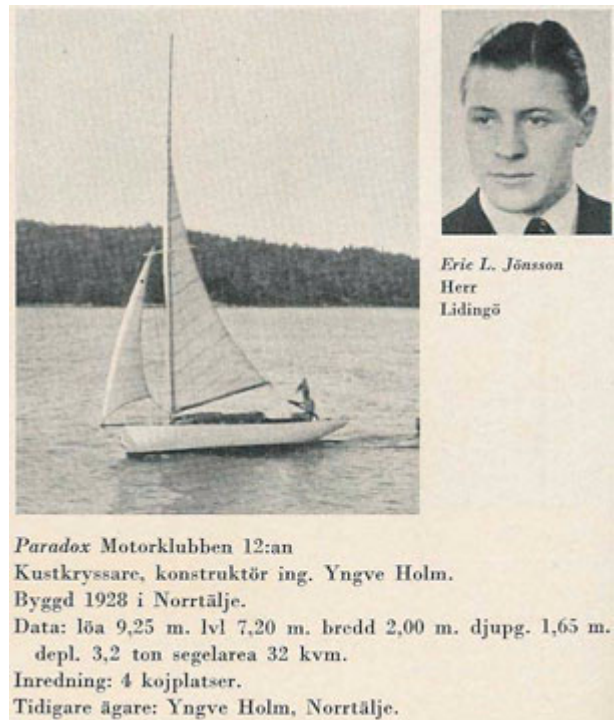


The wind speeds during the regatta were around 12 knots, as fair as one could wish. Despite these ideal conditions, lots of water flowed over her fore deck and around her high cabin. Sailing her in rougher winds would probably have been a very unpleasant experience because of her lack of seaworthiness. Due to all the water on her deck and her very short rear end, she was described as a cross between a flat iron and a submarine, under billowing clouds of sails.

In 1930, Yngve Holm's next experiment, *S38 Topp*, was much more successful. (*Topp* is currently receiving a new deck in Finland.)

Paradox was probably taken to Yngve's service yard in Sandhamn in 1929. Her bowsprit was removed and her sail area and rigging therefore reduced. It is possible that her original mast was transferred to *Topp*, which may explain the widespread notion that she was destroyed and that her material was used for the construction of *Topp* (see for example *Sexornas Jakt*, p. 184).

In the picture below, we see *Paradox* without her bowsprit and registered to Mr Eric L. Jönsson of Lidingö in the Motorklubben 12:an. Yngve Holm's name is given as the designer and previous owner. The mast definitely seems shorter than in the previous picture.



Owners

- 1928-1929?: Yngve Holm
- 1929-1946?: Eric L. Jönsson
- 1946-1952: An unnamed motorboat builder, according to the next owner Mr Nils Colbing. Her lead keel was or had been replaced by a cement keel.
- 1952-1981: Mr Nils Colbing

Mr Colbing has now passed away, but our predecessors as owners had a chat with him in which he told them:

Yngve Holm designed her as an experiment. Quite a lot was written about her in the early 1930s. She was very good in light winds. She had a bowsprit, a sharp bow and a sharply cut off counter. During the war or shortly thereafter, her lead keel was sold and exchanged for a concrete keel. The unnamed motorboat builder had nicknamed her *Bottom Up* because of this. During Colbing's ownership, a Färe Göta engine was installed and the concrete keel was replaced by a new cast iron one. At about the time that he bought her (he could not recall exactly when), her bow and counter were rebuilt and the deck re-laid. This extended her overall length to 10.00 m.

- 1981-1983: In 1980, she was purchased by a Mr Lööw who changed the inboard engine to a Vire outboard and renamed her *PärLAN*.
- 1983-1986: Her ownership changed to Buster Oldmark. He replaced the garboard and the wooden keel itself, with a new one of pine instead of oak.
- 1986-1993: Ownership changed to Magnus and Mikael Ahlqvist

1993-2008: Ownership changed to Ronny Norlander, Henrik Nyberg and Fredrik Fagerberg

A floor timber was replaced. The outboard motor bracket was removed and a Färe Göta inboard engine was installed once again. The transom was slightly damaged by the outboard motor bracket installation. The deck and cabin were dismantled and overhauled and some fixed rigging details were also replaced.

2008-...: Ownership changed to Mats and Savina, the current owners.

Other than the removal of the bowsprit and change of rigging in 1929, the only major reconstruction that took place was Mr Colbing's in the 1950s. Inspecting her today it is clearly visible that the counter has been extended about 1.5 - 2 feet. The tip of the bow was rounded and the form of the bow is slightly less V-shaped as well. It was probably extended 0.5 - 1 feet. The total gain in length overall was 2.5 feet.

In the picture below, one can see an original floor timber that has been cut off. Looking closely at the shape of the floor, one notices that it had been fabricated for a bow with a sharper rise. The current bow is much fuller in shape.

One can also see the original fitting for the end of the forestay, to which it is still attached today. Originally, the forestay rounded a wheel at the tip of the bowsprit and then entered the hull, ending at this fitting just forward of the mast, making it possible to adjust the forestay's tension from inside the cockpit.

In 2008, we were looking for a Nordic 51 m² sailboat or something similar as a cruising/racing yacht. When we happened upon *Paradox*, it was love at first sight! What can one say! ☺

Today *Paradox*'s waterline length at 7.30 m. is slightly longer than when launched and her beam remains unchanged. She draws about 1.65 meters. Her mast has been moved up to the top of the deck and is ca. 11.6

meters high. Her measured sail area is roughly 30 m². (foretriangle 2.4 m. x 8.7 m., with a main triangle of 10.7 m. x 3.8 m.)

During our first season with her, we have done plenty of light



sailing in the inner archipelago of Stockholm to see where the leaks are located and to get a feeling for what needs fixing first. She is a very nice yacht to sail: fast, responsive and steady, despite her 20-30 year old sails. The GPS measured a top speed of 7.5 knots on a steady broad reach in 20-25 knot winds. A thorough inspection by Thomas Larsson, the resident wooden boat expert in Stockholm, revealed that her hull, mast, timbers and deck are sound and generally in good shape, so there are no panic fixes needed. This means that we can draw up a thorough long term plan for her restoration. There are of course plenty of details that need to be fixed and she certainly is not in a racing condition at the moment. We will get there eventually.

One of the delightful details that we found in her were the original keys to the hatch, lying in a box and quite rusty. They are of a typical 1920s design with a 6 stamped onto each side. Here follow a few pictures of *Paradox* as she looks today.

Best Regards to you all

Mats and Savina, Stockholm 2009-02-08



34. KC 19 Saskia II (W. Fife III, 1934), by Tony Griffin (Canada)

Saskia II, Fife III build no. 807, is a past flagship of the Royal Victoria Yacht Club (during the late 1950s).

She was discovered and purchased by shipwright Mark Wallace at anchor in a bay on Lasqueti Island (75 mi. northwest of Vancouver) in the Strait of Georgia in 2002.

Mark brought her to his shop and began a restoration for Rainer Muller which was completed in 2005. After this exquisite restoration of her hull to heritage specification, we chose to supplement her rig and sails with more contemporary equipment. The goals for this project have been to make her:

easier to sail,
 more versatile,
 a bit faster,
 measure under the Rule,
 and foremost to allow an invisible
 return to the 'heritage' condition.

The refit includes a new mast, sails and running rigging.

She competed last year in a renewed Alexandra Cup at Royal Vancouver Yacht Club (match racing) and at the North Americans in Port Townsend, Washington.

In 2009, we will attend several Pacific Northwest regattas in Puget Sound as we

prepare to transport her to the Worlds in Newport.

She remains a beautiful Six: teak sprung deck, Honduras mahogany coaming, king



Right: KC 10 *Gallant*, seen from *Saskia II*'s deck in English Bay (Vancouver harbour)

plank and covering boards, with a white hull and the mast and boom painted a light gold.



35. [FIN 61 Silene III](#) (T. Holm, 1961), by *Tapani Koskela (Finland)*

Silene III has been out of the water for the past three seasons, but she will be sailing again this summer.

36. [GER 17 Sleipnir II](#) (H. Rasmussen, 1935), by *Andreas Krause (Germany)*

Sleipnir II's history - part 1: 1935

Sleipnir II was commissioned by the Navy Regatta Association (MRV) of the German Naval Federation (DMB) for the Baltic Sea station at Kiel. She was the second of four Sixes designed and built by "Jimmy" Rasmussen:

- the 1934 G 12 *Sleipnir I* (build number 2823)
- the 1935 G 17 *Sleipnir II* (build number 2893)
- the 1936 G 26 *Sleipnir III* (build number 2899)
- the 1939 G 12 *Sleipnir VI* (build number 3296)

A word about their names.

Odin is considered the chief [god](#) in [Norse paganism](#). His role, like many of the Norse gods, is complex. He is associated with [wisdom](#), [war](#), battle, and death, and also [magic](#), [poetry](#), [prophecy](#), victory, and the hunt.

His horse, an eight-legged creature, is Sleipnir. He is described as the best of all horses. He is sometimes ridden to the location of [Hel](#).



"Odin, the Wanderer" (1886) by [Georg von Rosen](#)



"Odin Rides to Hel on Sleipnir" (1908) by [W. G. Collingwood](#)

Images and text courtesy of Wikipedia

The four Navy Sixes were intended to be as fast and untiring as Sleipnir, thus ensuring a future Olympic victory

Sleipnir II's dimensions are: 11.40 m length, 1.83 m beam, 1.75 m draught and sail area a.W. 46 m².

Although 19 Sixes had built in Germany after the WWI, none were built in 1931 or 1932.

With the return of Germany to international competition, the four Navy boats were part of a program to bring German Six Metre sailing back up to international levels.

The first new yachts built under this program were Dr Lubinus' *Irmis III* and the MRV's *Sleipnir I* "for 1934 for the Cuxhaven-Helgoland regattas. They didn't obtain the success they hoped for. The foreign participants

had simply more experience in design and construction. For subsequent regattas in Scandinavia, they were modified and optimised.

Based on the experience acquired with the first two boats, both the MRV and Dr Lubinus ordered two new sisterships from Abeking & Rasmussen, *Sleipnir II* and *Irmis IV*.

The two 1934 boats had used sails by Ratsey. For the new boats, the German sail maker Meyer und Mählitz was commissioned to provide new sails, based on the experience of 1934.

Sleipnir II came in 4th overall in the Kieler Woche regatta. Later in the summer, at Hankö, under the helmsmanship of Admiral Rogge, she came in 1st against 25 boats – and

experienced similar successes at



Kiel 1936

Gothenberg and Lysekil.



To follow *Sleipnir II*'s restoration, please go to <http://www.sleipnir2.de>

37. G 38 *Sleipnir IV* (H. Rasmussen, 1938), by Jörg Robien (Germany)

My Metre boat ambition started without my really knowing it when I once sailed aboard a 12 Metre yacht in 1974 at the age of 13. At that time it became clear that my profession would be at sea and that I would have my own Metre boat when the time came.

After school, at the age of 17, I left my parent's house to learn to be an electronics operator. When I had to do my military service, I naturally signed up as a volunteer in the German Navy, choosing the Submarine Service.

After two years on board submarines as an electronics operator, I applied as an officer candidate. It was thus that in 1986 I started my career as a Navy officer, which I still am today, with the rank of Commander.

Also in 1986, I discovered *Sleipnir IV* which was being offered for sale in Kiel. Luckily, I became the owner, which I have now been for 23 years. And I do not plan to give her away for at least another 23 years.

From 1986 to 1994, her home port was Heiligenhafen on the Baltic Sea in the

harbour where I grew up and where my parents still live.

In 1994, I took the command of a submarine in Eckernförde, close to Kiel and *Sleipnir IV* was berthed there, in the Navy harbour, until 2006. In that period many restorations were done to the hull and her deck layout and profile was changed, with flat hatches and skylight, resulting in a better integration with the cockpit.

The layout change does not aim to revert to her original 1938 layout. For her current use which is uniquely devoted to cruising, practicality takes precedence over racing efficiency. However her rig and sails are kept in original layout and material as far as possible.

In 2004, on the way back from the Classics Regatta at Laboe/Kiel, the old mast collapsed and a new one was constructed by my shipyard in Rendsburg according to the original plans from Abeking & Rasmussen.

In 2006, when I left the Submarine Service to become a NATO Officer, my family moved from Kiel/Germany to Naples/Italy, where I am still living.

Sleipnir IV's natural varnished body had to be changed to white before she was

moved via land transport to Naples. She is now sailing on the Mediterranean.



38. U.S. 43 Sprig (C. Crane, 1930), *by Greg Stewart (U.S.A.)*

1. 2008 Race Results

The 2008 racing season for Sprig in San Diego was very successful. Highlights of the season include:

Yesteryear Regatta

Sprig finished 2nd in Class A and 2nd Overall in this Regatta that has been organized by the San Diego based

Ancient Mariners Sailing Society.

This event which has been sailed for over 30 years on San Diego Bay draws some of the best classic sailing yachts in southern California. The 2008 fleet numbered 35 boats. Class A included the following boats in addition to *Sprig*:

- Starling Burgess 10 m *Sally*
- S&S 48 Yawl *Pacifica* (ex *Eroica*)
- S&S 51 *Brushfire*
- Caulkins 50 *Sabrina*
- Navy 44 *Frolic*

San Diego Yacht Club Hot Rum Series

Sprig finished 1st in Class 5 and 2nd overall in this very popular San Diego Yacht Club sponsored three race series sailed each year in November and December. This

year the fleet included 146 boats with 26 boats in *Sprig's* Class 5. *Sprig* finished second overall to Dennis Conner's Farr 60 *Stars and Stripes*. This event featured an event that was cancelled due to high winds. The photos below are of *Sprig* on her way back in after dropping out before the race was called.



Photos by DaWoody.com

2. 2009 Race Results

Sprig started the 2009 season in good form by winning the San Diego Yacht Club sponsored New Years Day Race by taking 1st place in Class 4.

3. 2009 World Cup

I am now focusing on preparing *Sprig* for the 2009 World Cup that she will sail in this September in Newport Rhode, Island.

It is going to be the first time many of the Sixes have ever lined up against each other and, for some others, only the second time – and that after 75 years!!! This is true on both scores for *Sprig* that had a relatively short life in the top Six Metre fleet. Further in the case of *Sprig*, it's amazing to think she has not been in the Atlantic Ocean for approximately 50 years.

Another thought that struck me recently and has further fuelled my desire to compete with *Sprig* in the 2009 Six Metre World Cup is the fact that the event will be raced in economic times similar to the period when she was built, 80 years earlier. The saying... the more things change, the more they stay the same... seem very relevant. I have also been saying if those guys could do it, so can I and so should we!!

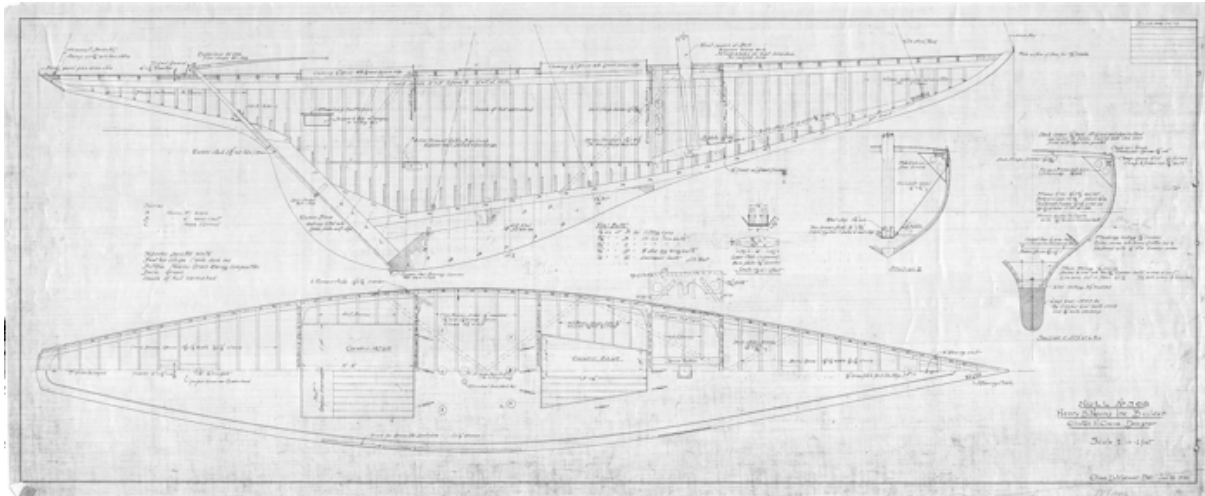
I am really looking forward to this event. It is something one can't miss...especially since it is likely that another World Cup competition won't beheld in the States for 12 or more years. I hoping for a great event and that it will recur in less years than that!

4. *Sprig's* History

Her Design

Sprig was designed in 1930 by a famous designer of the day, Clinton Crane. Crane designed numerous Sixes and other fast racing sailboats in the early 1900's. Olin Stephens credited Crane for passing along a few commissions to Stephens when he

was beginning his career, while Crane was concentrating on other business endeavours.



Sprig was commissioned by a St Louis syndicate to compete for a position on the 4 boat US team for the 1930 British-American Challenge to be sailed on the Clyde. During the selection trials *Sprig* was recognized as a fast boat, but the crew was considered by the selection committee to be too green. Upon receiving the request to let a more experienced team sail her, the owners of *Sprig* denied the request and withdrew her from the selection series. I have recently learned from researching the New York Times archives some more details about this unfortunate event for *Sprig*. Sherman Hoyt was the skipper that the selection committee wanted to sail *Sprig*, but he refused since he wanted to sail the boat he had designed, *Aprohdite*. He is reputed to have told the Committee "take me and my boat or take nothing". The Committee backed down and had *Sprig* and *Aprohdite* sail an extra unplanned race that started late in the day in very light shifty breeze. *Aphrodite* won the race and was selected for the fourth spot on the 1930 BAC Team.

Sprig was built in 1930 at the Henry B. Nevins yard. on City Island, New York. Nevins was one of the premier builders of the day. She was built using all of the best materials and methods available at the time. Details include:

- Mahogany Hull Planking over steam bent oak frames
- Spruce deck beams with cedar deck planking
- Bronze fastenings
- Bronze strapping and formed knees
- Two piece continuous length Spruce spar

After her initial Long Island Sound racing, *Sprig* spent a number of years on Lake Ontario before coming to the West Coast. Keith McKinnon purchased her in the early 1970's from a group in Santa Barbara and brought her to San Diego where he sailed her for nearly 30 years until Greg Stewart purchased her in 1998.

Her Owners

The list of Owners included:

<u>Year</u>	<u>Owner</u>	<u>Location</u>
-------------	--------------	-----------------

1930-?	E. W Steedman Spivey Syndicate	Long Island Sound, New York
1931-?	Henry Morgan	Long Island, New York
?-1941	Rev George Ferguson	Vermont, New Hampshire
1942-1943	Bud Doyle	Youngstown Yacht Club
1947-1966	Bob Grant	Grosse Pointe, MI
1966-1967	John Neighbours	Monterey, CA
1967-1998	Keith McKinnon	San Diego, CA - San Diego Yacht Club
1989-1998	Whitney Gladstone & Pete Case	became co-owners with McKinnon
1998-	Greg Stewart	“ “ “ “ “ “

Her Name

The boat has always been named *Sprig*. It refers to the Sprig duck that has a distinctive pintail like the boat.



Sprig is the common name for the Northern Pintail, a fast flying duck of North America. The name also refers to another species, *Anas acuta Linnaeus* (*Anus acuta americana* ,) which is one of the most prized in North America. To all duck hunters, a "Limit of Sprig" is the symbol of excellence

It can also be called a sprigtail, spike or spiketail. It is so named because of the long 'sprig' of a tail found in the adult male pintails. On males, the head is brown; the neck has a white stripe and the rest of body mainly gray. The female is a pale gray-brown. Pintail are also long fliers, wintering in California and Mexico and breeding in the prairies of Canada or the tundra of Alaska.

Because of its trim appearance and swift flight the pintail has been aptly called "the greyhound of the air". It does not need to "run on the water" to gain flight. Its wings are larger in proportion to its weight than those of other ducks, permitting it to leap into the air and gain immediate flight. "The greyhounds of waterfowl", slender, swift, graceful fliers.

39. US 79 Starwagon (H. Whiton, 1937), by Robert Lawson (Canada)

Star Wagon was commissioned and designed by Herman Whiton, a premiere American Olympic sailor, in 1937 to compete in the 1940 Olympics which never happened due to the war.

She was built by Bill Luders at Stamford, Connecticut to Lloyds rules for racing yachts under special survey. Her hull is 7/8 inch African mahogany copper riveted to bent oak frames on seven inch centres. All floors and hanging knees are of fabricated plate bronze. Originally, the shrouds passed through the deck and ran to turnbuckles at the base of the mast. She had two cockpits, a billiard rack shaped steering cockpit with under deck steering and a rectangular crew cockpit. The running backstays both came to a single point in the centre of the after deck and then ran separately to under deck winches. This must not have been totally satisfactory as it was changed to the more conventional style by 1948. She had 5 under cranking winches by Sparkman and Stephens, 4 of which are still in use today.

She raced extensively before the war including being entered in three Prince of Wales Cup regattas in the Bermuda race several times. There are 40 photographs of *Starwagon* by Rosenfeld in the collection at Mystic Seaport. These cover the period from 1937 to 1948.

After the war, Whiton sold her in 1948 to the Taft-Fox syndicate of Oyster Bay, Long Island. The following year, she was purchased by James R. Sheldon who, with his wife, Helen, usually at the helm, raced her in Scandinavia and (almost) in the U.K. The "almost" has to do with her non-participation in the 1949 British-American Cup when British dockers refused to unload her because they were on strike.

In 1951, she was purchased by Richard Sheehan of Port Washington, New York and then spent the next ten to twelve years on Lake Ontario racing out of Rochester, New York. She had various owners in this period; Herbert Wahl, Joseph Ingerson, Robert T. Lawless, M. Willet, R. Brannon, and S. Guerny

In the late 1960s, she was shipped to the Pacific Northwest by a Mr. Cavanaugh. She raced in the 1973 World's cup in Seattle, Washington and in several Swiftures in the Strait of Juan de Fuca. She was owned in this period by Rory Morahan of the Royal Victoria Yacht Club and Mathais Munch.

In 1979 she was purchased by Jon Richardson of Esquimalt, B.C. an avid Victoria, B.C. sailor who continued to race extensively until 2002.



Right, from left to right: US 80 Djinn, US 77 Fun, ex-St Francis & US 79 Starwagon (unknown race)



By this time, this time *Starwagon* was getting a little tired so Jon undertook an extended refit. This included a tapered aluminium mast, stainless steel interior strapping in the way of the mast and backstay runners, a low European style mahogany cabin, swept teak decking, and a layer of Dynel cloth and epoxy resin on the outside of the hull. He also installed a 4 hp Yanmar diesel engine to help cope with the strong tides around Victoria to and from race meets.

She was purchased in 2002 by Aart van der Star of Vancouver B.C. who is also part owner of *Johan of Rhu*. She was berthed at the Vancouver Maritime Museum and raced for 3 seasons in

Vancouver, Orcas Island, and Puget Sound.

In 2005, she was acquired by Robert and Margaret Lawson of Ladysmith B.C. on Vancouver Island. She has retired from racing but remains in commission providing many hours of pleasure and excitement in the spring, summer and fall. She is a delight to sail. In a fresh breeze with a building sea she is surprisingly dry. On a close reach, she lets you know that she is over canvassed by developing a sudden mild weather helm. She is wonderfully responsive and never cranky. She is currently for sale, awaiting a new owner with the means and desire to restore her and sail her hopefully well into the future.

40. KC 22 Titia (D. Boyd, 1952), by Brian Pope (U.K.)

Titia, was found in Wickford, Rhode Island, owned by young man who had partially begun to restore the hull, but

who didn't really understand how to do it in such a way as to produce a good racer.

We shipped her back to my yard in Pen Pol, Cornwall, and completely gutted her.

We retained all the original planks and frames, so that one can honestly say that the hull is completely original. Everything else was added new: deck beams, deck, deck gear and rig.

Titia is the only Six to have both won and lost the Seawanhaka Cup, winning against *Goose* in 1956 and then losing to her the following year. It was the last time that a Six has raced for the cup. No Six Metre challenge was ever issued again.

At the French National Open Championship in 2006, in her first European race since 1952, she won by four minutes, beating the entire Classic and the Modern fleet. Since then she has taken many honours, including 4th place at the 2007 World Championship and 3rd place at last year's European Championships at La Trinité. *Titia* has established herself as a boat to be reckoned with in international Six Metre racing.

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41. US 51 Totem (A.E. Luders, 1930), by Jesse Smith (U.S.A.)

Totem was designed and built by Bill Luders for himself in 1930. There is not enough written on the boat to know what Mr. Luders' exact thoughts were. New York Times' articles from the 1930's spin a tale of successful wins and near defeats with the likes of *Jill*, *Cherokee*, and *Goose*, all of whom have been recently restored and (with a jeer of camaraderie) are up for some more defeats. It's fun to think of the 1930's and 1940's fleets reuniting this summer at the Worlds.

The restoration of *Totem* has been the type of experience that swings between a

surgical strike operation and a black magic voodoo ritual. Many of the challenges have stemmed from not having the original drawings. They took to the sky in a cloud of smoke during the fire that destroyed the Luders' yard in 1968. However, thanks to the marriage of high tech laser / computer based engineering and passionate classic boat building (not to mention our three dusty photos from 1931), we have raised *Totem* from the woods of Maine.

One of my favourite moments: the discovery that we had spent months of toil to grasp Luders' air.

His loophole blue collar Connecticut self was not in the planks or frames, but stored in the jazz between them. A few months in; the planks were gone, the frames were gone, and during their sabbatical an inner space had been captured by plywood templates.

All that we have done has been to capture some Great Depression sea breeze temporarily suspended in space by templates. If there had been a hurricane, the boat might have blown away forever.

At the very beginning, the project looked like three simple repairs, but then - with a wink of an eye - history was unveiled.



The strap-on fibreglass doghouse was always on the out. Then, hogging, stretching and squeezing, the balloon began to fill. Planks had been re-fastened maybe four times. They had been shaved thin over the years. Many frames and the keel had cracked. Aluminium spars had to go. Even the 3 metre aluminium I-beam in the bilge hit the scraps.

Look a full scale project.

Look again, and it's a fantastic summer on the horizon, ripping around in egg shaped cockpits surrounded by wood, bronze, and canvas - maybe even re-enacting the Luders' gramophone, cranked up on deck filling the summer South-Easters with swing.

See you all in Newport.

Totem floats on May 1st.

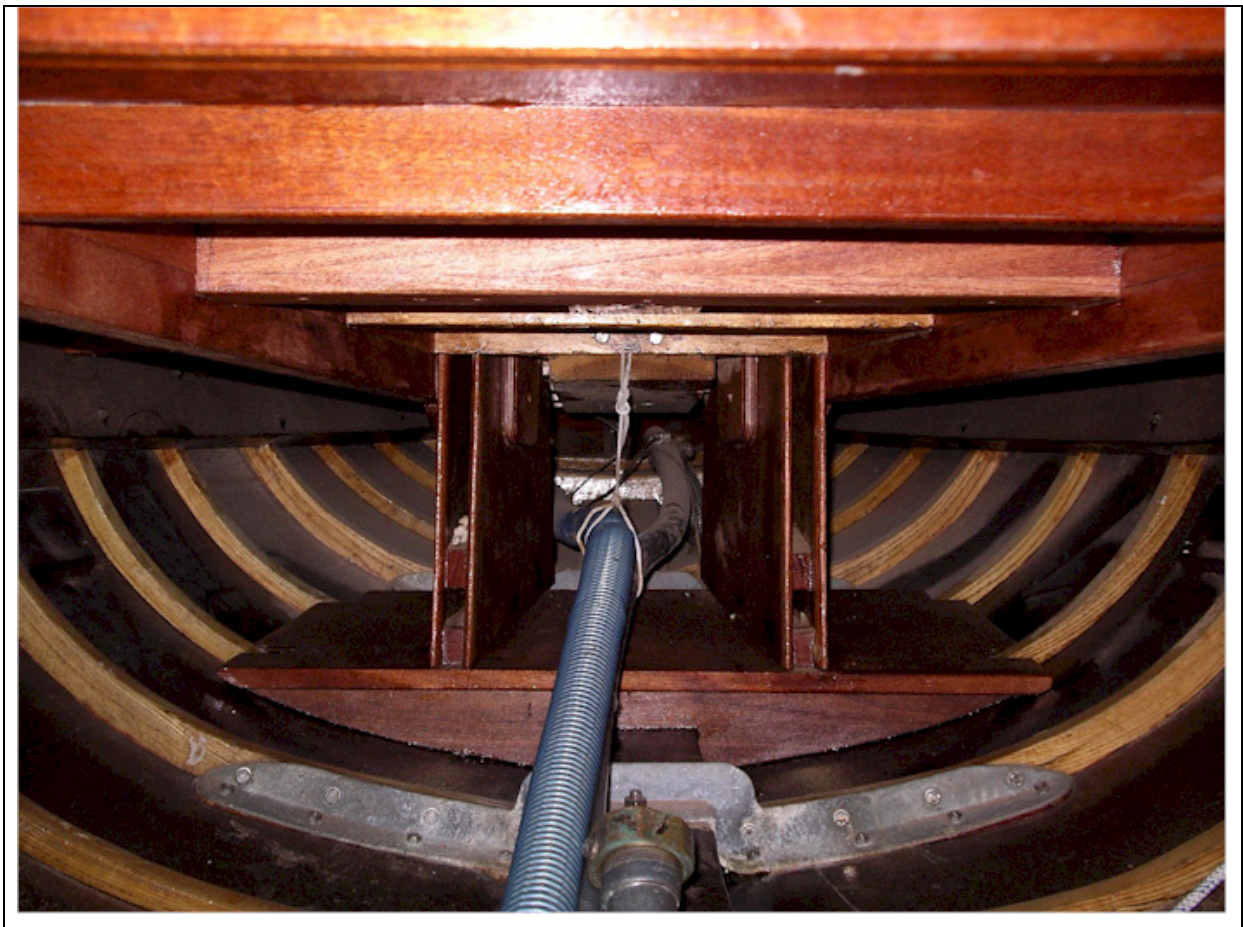


Future Six Metre owners: left, *Totem* – Selah Smith; right, *Alana*



42. FIN 44 Toy (G. Kyntzell, 1938), by Brian Pope (U.K.)

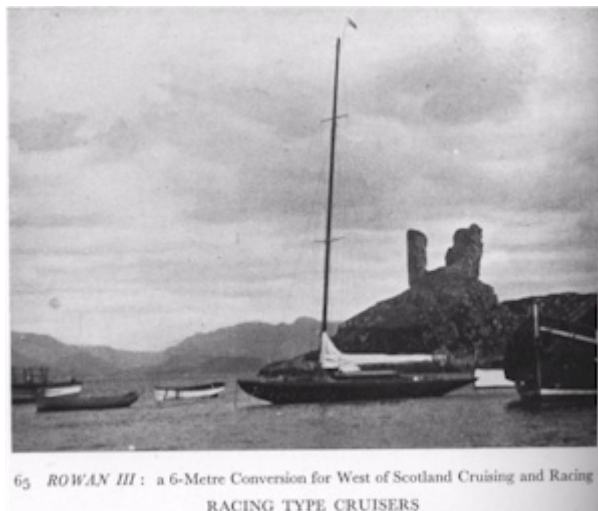
Toy underwent a full make over, with a serious re-strengthening of her deck and mast partners. She has a new rig, both above and below deck, the latter with a few special ideas that we had. We just hope we haven't made her too fast!





43. GBR 40 Valdai (A. Mylne, 1930), by Tom Owen (U.K.)

No text, just pictures !



Before work started – April 2008



Her interior cleaned out – February 2009



Hull stripped – March 2009

44.N 88 Zephyr (B. Bothén, 1928), by Kees de Ruiter (The Netherlands)

I purchased *Zephyr* in 2007. During the following winter, Rexwinkel Jachtbouw of Holland performed an important renovation. Some 32 wooden and steel frames were improved or replaced, as were some planks. The lead keel was dropped from the hull for inspection of the keel bolts.

Last summer, we sailed her on the IJsselmeer with her old sails, but now with her new number NED 28.

Based on this summer's experience, we decided that her deck also needed to be

replaced to stiffen the hull sufficiently to handle new sails and her future participation in international racing.

Accordingly, *Zephyr* will be receiving a complete new deck this winter, again by Rexwinkel Jachtbouw because of their excellent previous work. New sails have been ordered from Beilken in Germany and the aluminium mast will be renovated by Neutmast in Holland.

We expect her to be good for another 80 years.



[Photographic archives and the Web site of this newsletter](#)

The Web site of this newsletter (<http://www.classic6mr.info>) now has some content.

Currently, its homepage lists:

- **Archives:** the Universal Register of Sixes and photographic and documentary archives per boat,
- **Back issues** of the newsletter,
- **Bibliography** of contemporary books and articles about classic Sixes,
- **Register of existing Sixes**, including both Classics and Moderns,
- **Sixes for sale:** a summary of the listings on the Web
- **Technical notes**, including the Third Rule calculations in an Excel notebook and the Scantlings.

We would like to eventually have a photographic and documentary archive for every classic Six ever built. Please send us all documents that you are willing to have posted on the site.

We won't overlap with other established Web sites, such as:

- <http://library.mysticseaport.org/manuscripts/coll/coll198.cfm>
- <http://www.fky.org/yachtregisterliste.htm>
- <http://www.rosenfeldcollection.com>
- <http://www.nytimes.com/ref/membercenter/nytarchive.html>

In time, we intend to contact those yacht clubs which organised Six Metre competitions before WWII, e.g.

- **Denmark:** KDY
- **Finland:** NRJ
- **France:** Arcachon, Antibes, Beaulieu, Cannes, Deauville, Marseilles, Nice and the Yacht Club de France
- **Germany:** Hamburg & Kiel
- **Norway:** KNS
- **Sweden:** GKSS & KSSS, Malmö
- **U.K.:** RNCYC, RYS,

either to provide links to their existing Six Metre archives on the Web or to propose a “scan & post” agreement. Any club wishing to initiate such a contact with us will be most welcome.

Rescue opportunity of 2009

Normally, the Rescue Opportunity of the Year is a rotting hulk of a Six, perhaps being used as a chicken coop. This year’s candidate is different.

She is the very pretty 1920 Anker GBR 19 *Jo* (ex-Manka II).



She is laying at Peter Wilson's boatyard in Aldeburgh, Sussex (U.K.):

<aldeburghboatyard@gmail.com>.

As occasionally happens with restorations, Peter Wilson was obliged to re-possess her.

Her hull is complete and her teak deck new.

She requires a rig and a new ballast keel to complete her. She is offered for sale "as is" for £15,000, with a quote for finishing her available on request.



The table below summarises the situation of all the boats mentioned as Rescue Opportunity of the Year since its inception.

Summary of the "Rescue Opportunities of the Year"		
Year	Boat Name	Status
2001	K 49 <i>Noa</i>	No change
2002	G 24 <i>Michel Selig</i>	Under restoration
2003	D 48 <i>Hakahala</i>	Restored and sailing
2004	I 58 <i>Bau Bau</i>	Restored and sailing
2005	-	
2006	-	
2007	GBR 14 <i>Valdai</i>	Under restoration
2008	<i>May Be Not</i>	No change
2009	GBR 19 <i>Jo</i>	For sale
Future candidates		
No.	Boat Name	Country
1	KC 6 <i>Buzzy II</i>	U.S.A.
2	US 33 <i>Clytie II</i>	U.S.A.
3	GER 7 <i>Emden</i>	Germany
4	US 66 <i>Indian Scout</i>	U.S.A.
5	FRA 60 <i>Izénah II</i>	France
6	Z 19 <i>Jeux d'Eau</i>	Switzerland

7	N 61 <i>Lully II</i>	U.S.A.
8	FIN 7 <i>Monya</i> <i>Sonja II</i> (Unsure as to whether she's a Six or a Norwegian 51 m ²)	Finland
9	Norwegian 51 m ²)	Norway
10	K 25 <i>Susette</i>	Ireland
11	US 64 <i>Tao</i>	U.S.A.

Reversion

Reversion is the process of restoring the original name and sail number of a Six.

It is a long held tenet that Six Metre owners have complete freedom of choice as to the name of their boat. The same has not applied to sail numbers.

The reasoning for this has been that, since ISMA is an affiliate of ISAF, all Sixes must follow the ISAF numbering convention (Appendix G of the Racing Rules of Sailing). This specifies a three letter code for the country, followed by the number assigned by that national association of ISMA that has jurisdiction over the home port of the boat and/or over the nationality of its principal owner.

Many owners of classic Sixes are completely content to use sail numbers compliant with Appendix G.

Others, who may have invested much time and effort into restoring their boat to a state approaching her original condition when launched, may wish to complement

this restoration by a return, not only to the boat's original name, but also her original sail number. In almost all cases, this will imply returning to the one letter country codes used before Appendix G came onto force.

This is entirely allowed by ISAF and ISMA.

The recommended procedure for doing this is to:

- request permission to do this from the President of the ISMA national association having jurisdiction over the port where the boat was initially launched, if such an association exists, e.g. there is currently no national association for Norway.
- inform the President of ISMA,
- inform the President of the national association which currently has jurisdiction over the boat.

Matt Cockburn is President of the ISMA Classics Committee.

Six Metre Regattas at Flensburg

Within the context of three well-known German Baltic regattas:

- Flensburger Frühjahrswoche: Thursday 21st to Sunday 24th May
(<http://www.fruehjahrenswoche-flensburg.de>)
- Midsummer Classic Regatta: Friday 12th to Sunday 14th June
(<http://www.fky.org/midsommer-classics/index.html>)
- Robbe & Berking Sterling Cup: Thursday 2nd to Sunday 5th July)
(<http://www.fsc.de/regattenraces/robbe-berking-mr-sterling-cup.html>)

Björn Storsberg, owner of *Aida*, is organizing specific starts for Six Metres for each day of racing for the above 3 regattas. The idea behind is to have one location for 3 different regattas (15 races in all!) and therefore a minimum of boat transport.

All European owners of Sixes are invited to participate. Six have already registered.

Participants will benefit from free moorings and the possibility of transportation support to and from Flensburg with his truck. In addition, it can be the occasion to visit the new Robbe & Berking boatyard which can also provide a full range of boatyard services.

For owners intending to transport their boats to Bremerhaven for shipment to Newport for the World Championship, the races can serve as a timely opportunity to warm-up both crews and boats.

For further information, please contact Björn directly at: @

Sixes on Facebook

All the readers of this newsletter have undoubtedly heard of Facebook. Most everyone has a well-defined opinion about it, ranging from the happy users, through the fearful who consider themselves as too computer illiterate to ever know how to use it, and on to those who have decided once and for all that Facebook is not for them.

If you happen to be in one of the first two categories, why not join in the fun of the

International 6M Crew List

<http://www.facebook.com/home.php#/group.php?gid=34832774631>

which Andy Ash-Vie, owner of *Wild Cat II*, has created. What started as a “crew list” has become more of a meeting place for people interested in Sixes.

If you need help in joining Facebook or the group, feel free to contact Andy at < @ >.

G 39 ANTJE

Previous names:	Ester, Fee, Gustel VIII
Architect:	Benjamin Wilke
Builder, location & year:	Benjamin Wilke, Kiel-Wellingdorf, 1939
Ballast keel:	Lead, ~3.0 T.
Backbone:	Oak
Floors:	
Frames:	
Planking:	Mahogany underwater and European larch or pine topsides, with epoxy glued splines
Hull covering:	none
Deck:	
Spar material:	2 masts & booms, one wood & the other aluminium
Sail inventory:	
Winches:	2 x 5 winches on deck
Electrics / electronics:	Log
Length overall:	10,88 m.
Moulded depth:	m.
Beam:	1,82 m.
Total weight:	4.200 kg.
Cabin:	No
Engine:	4 HP, 2 cycle outboard (with Bodensee license)
Trailer:	25 km/hr
Modifications by year:	Constantly maintained
Nature & urgency of restoration required:	None
Rating & year of latest certificate:	6.03, 1973
Racing history:	Built for Thomi Thomsen for the expected 1940 Olympic Games
Price:	please contact the owner
Location:	Bodensee
Owner:	Jörg Kadgiehn
e-mail:	██████████@██████████

Sail plan



Hull restoration



Hull profile



Deck layout



Rating certificate

CERTIFICAT DE JAUGE

EN EAU DOUCE

établi d'après les règlements de

l'Union Internationale du Yachting de Course »

développé par

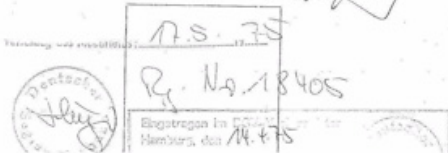
L'UNION SUISSE DU YACHTING

AUTORITÉ NATIONALE

Nom du yacht Foe
 Grément Sloop
 Propriétaire K. Scholl
 Ab H. Haagenrojen
 Port d'attache Kiel
 Nom de l'architecte B. Hilke
 Nom du constructeur B. Hilke
 Lieu de construction Kiel
 Année de la construction 1979
 Nom du voilier
 Jaugé par O. Meiser
 à Kiel le 15 Avril 1978
 Date d'expiration du présent certificat (Art. XXIV, paragraphe g) 14 Avril 1975

JAUGE :

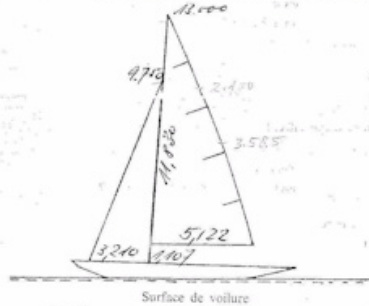
No. de course: 61639



VOILURE

Conditions générales

XIII Hauteur maximum au-dessus du pont. $H_m = 2J + 1 m = 13,000$
 Hauteur effective 12,000
 Différence en plus
 Hauteur maximum ∇ avant 0.75 $H_m = 9,750$
 Hauteur effective ∇ avant 9,750
 Art. 29. Longueur maximum de la ralingue du vent et de la chute du spinnaker $0.8 \times \sqrt{L^2 + J^2} + 25 = 10,792$
 Longueur effective de la ralingue du vent
 Longueur effective de la chute du spinnaker
 Base maximum du plus grand foc $J + 0.5 R = 6,210$
 Base effective du plus grand foc
 Longueur du plus grand tangon 3,210



Surface de voilure
 Grand voile 30,298
 Triangle avant $\times \frac{1}{2} \times 0.85 = 13,502$
 Surface totale pour la jauge 43,600
 $V S = 6,603$

Obs.:

Conditions diverses Restrictions — Corrections

Longueur totale 11,270
 Elancement à la flottaison 1,700
 Quête à la flottaison 2,467
 Total de l'elancement et de la quête 4,167
 Longueur à la flottaison effective $L_f = 7,103$

Inventaire du matériel de cours et des pièces mobiles du bord:

Ancre, 1 assise, 3 engins de sauvetage, avion, 1 tangon, paffe, plancher mobile, chevalet de bôme, pompe, 2 armoires ou tiroirs

Lest intérieur de kg, placé à

XI Poids effectif, P_e , avec l'inventaire ci-dessus en tonnes 74,000

Déplacement minimum autorisé $D_r = (0.2 L_f e + 0.15) P_e = 3,965$

Différence en moins:

Correction à ajouter à la longueur mesurée ou

longueur de jauge

$2 \left[L_f e - \left(\frac{P_e - 0.15}{0.2} \right) \right]$

VII Tirant d'eau effectif 1,649

Tirant d'eau maximum autorisé $0.16 L_f e + 0.50 = 1,616$

Différence en plus: $\Delta T = 0,003$

Correction à ajouter au chiffre de jauge, $3 \Delta T = 0,009$

VIII Franc-bord moyen effectif 0,717

Franc-bord maximum à retrancher $0.08 J + 0.25 = 0,700$

X Bau effectif 1,890

Largeur du pont 1,866

Reentrée totale des hauts 0,021

Reentrée des hauts maximum autorisée $2 \times 0.02 B = 0,076$

Différence en plus $\Delta Rh = 0,055$

Correction à ajouter au chiffre de jauge $3 \Delta Rh = 0,165$

XI a) Bau minimum autorisé 1,890

Différence en moins $\Delta B = 0$

Correction à ajouter à la longueur mesurée: $4 \Delta B = 0$


DÉTERMINATION DU CHIFFRE DE JAUGE

$$J = \frac{L + 2d + \sqrt{L^2 - F}}{2.37}$$

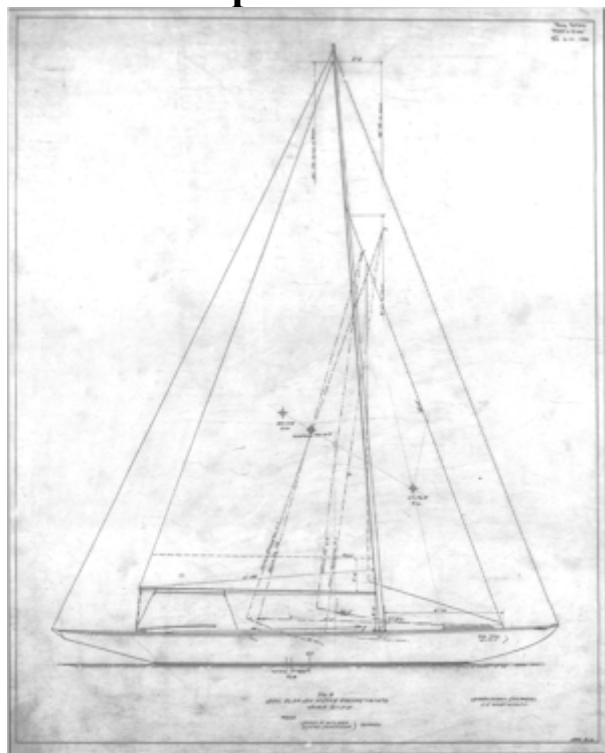
MESURES

Longueur totale 11,270
 Add. Elancement en L' 1,126
 Quête en L' 2,057
 Retrancher somme de l'elancement et de la quête 3,183
 Longueur mesurée non corrigée 7,747
 Retr. Chaîne à l'avant en L' 0,808
 de 2 fois la hauteur verticale à l'avant 6,600
 O, à l'avant 9,208
 Ajouter 1 et 1/2 de O, à l'avant 9,321
 Retr. Chaîne à l'arrière en L' 2,000
 de 2 fois la hauteur verticale à l'arrière 1,221
 O, à l'arrière 9,160
 Ajouter 1/3 de O, à l'arrière 0,287
 LONGUEUR CORRIGÉE $L = 9,386$
 Correction pour insuffisance de déplacement
 Correction pour insuffisance de largeur
 Retr. Contour I à G' à babord 1,732
 de Chaîne I à G' à babord 1,740
 d babord 0,002
 Retr. Contour I à G' à tribord 1,732
 de Chaîne I à G' à tribord 1,740
 d tribord 0,002
 Additionner d babord et d tribord = d 0,004
 $2 d = 0,008$
 Faire le total pour obtenir la somme des mesures 6,503
 Franc-bord moyen à l'avant O 0,752
 Add. Franc-bord moyen au milieu G 0,727
 Franc-bord moyen à l'arrière O 0,703
 Somme des francs-bords 2,182
 Retrancher 1/3 de la somme des francs-bords 0,727
 FRANC-BORD F (Voir cond. VIII) 14,370
 Reste pour le total des mesures 6,021
 Diviser par 2.37 0,009
 Correction pour excès de tirant d'eau
 Correction pour excès de reentrée des hauts

US 48 Arabella

Previous names and sail nos.:	Silroc, Comet, Sunday
Architect:	Olin Stephens II (S&S design #8)
Builder, location & year:	H. B. Nevins, City Island, New York, 1930
Ballast keel:	~ 3500 Kg , Pb
Backbone:	?
Floors:	?
Frames:	?
Planking:	Honduras mahogany
Hull covering:	none
Deck:	Synthetic material over teak
Spar material:	Mast (aluminium); Boom and spinnaker pole (wood); extra mast (wood, 10.2 m)
Sail inventory:	Extensive (cotton & dacron)
Winches:	?
Electrics / electronics:	?
Length overall:	11.5 m
Moulded depth:	(draft = 1.53 m)
Beam:	1.83 m
Total weight:	5906 Kg
Cabin:	Yes
Engine:	Diesel Yanmar 9 Hp
Modifications by year:	J. S. Brites, Lisbon, Portugal, 1949 – adapted to fast cruiser
Nature & urgency of restoration required:	Nothing urgent
Rating & year of latest certificate:	None
Racing history:	Many, but no known Six Metre trophies
Price:	30,000 €
Location:	Belém, Lisbon, Portugal
Owner:	Joaquim F. Castro
e-mail:	

Sail plan



Hull profile



Hull cross-section



Deck layout



FIN 40 FANDANGO

Architect:	Tore Holm
Builder, location & year:	Wilenius Båtvarv, Borgå, Finland 1937
Ballast keel:	2800 kg, lead
Backbone:	oak
Frames:	oak and ash
Planking:	Honduras mahogany
Deck:	Teak and mahogany
Spars:	Aluminum
Sail inventory:	All the sails are made by Meripurje and WB-sails 2 x mains, 2 x spinnakers, 4 x genoas and 1 x storm fore sail
Winches:	Andersen and Lewmar self tailing, two speed winches, totally of 8 pcs
Engine:	no
Electrics:	Battery for navigation lights
Length overall:	11,60 m
Waterline length:	7,22 m
Beam:	1,814 m
Total weight:	4000 kg, weighed in spring 2007
Modifications per year:	Underwater hull totally renewed years 2005 and 2006
Nature & urgency of restoration required:	none
Rating & year of latest certificate:	6.000, updated measuring certificate from 2007
Racing history:	Racing results are on Finnish 6mr web sides (www.6mr.fi)
Price:	On request
Location:	Helsinki, Finland
Owner:	Veli-Matti Iivonen
e-mail:	██████████@██████████

Sail plan



Winner of the 2008 Viapori's cup s/y in 6mR class

Hull profile



Just before launching in spring 2008

Hull cross-section



Deck layout



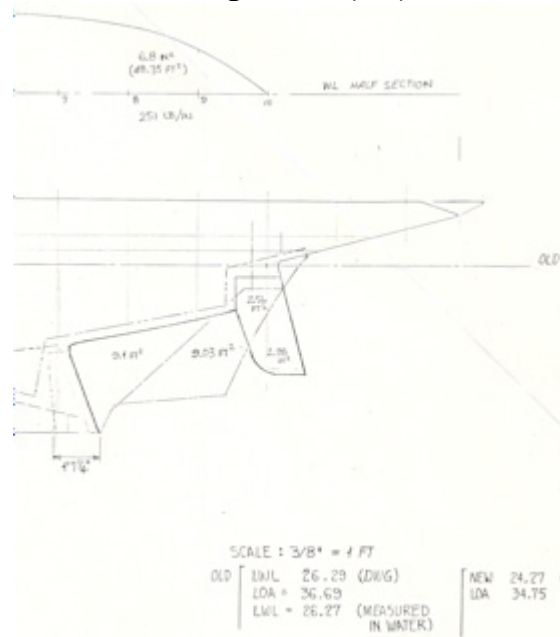
US 91 VINNIA

Previous sail nos.:	N57 & L26
Architect:	C. Jensen
Builder, location & year:	A/S Soon Slip& Baatbyggeri, Soon, Norway 1935
Ballast keel:	weight unknown
Backbone:	White Oak
Floors:	please see Note 1
Frames:	Oak
Planking:	Norwegian Fir
Hull covering:	Original planking above WL, fibreglassed below WL
Deck:	Fiberglass over original cedar strip.
Spar material:	Tapered aluminium
Sail inventory:	please see Note 2
Winches:	please see Note 3
Electrics / electronics:	Triad Trimspeed Electric speedometer.
Length overall:	10.58 m. (36.5 Ft)
Draught:	1.58 m. (5.5Ft)
Beam:	1.97 m. (6Ft)
Total weight:	kg. Unknown
Cabin:	None
Engine:	11 HP Johnson outboard side-mounted on bracket
Modifications by year:	please see Note 4
Nature & urgency of restoration required:	please see Note 5
Rating & year of latest certificate:	No official certificate, but the boat rates to the 6 Metre Rule.
Racing history:	please see Note 6
Price:	\$12,500 US
Location	Port Huron, Michigan USA
Owner	William Kirk
e-mail:	██████████@██████████

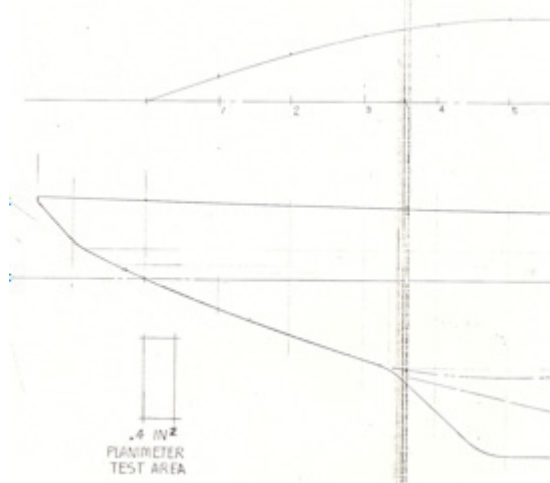
Sail plan



Hull profile (aft)



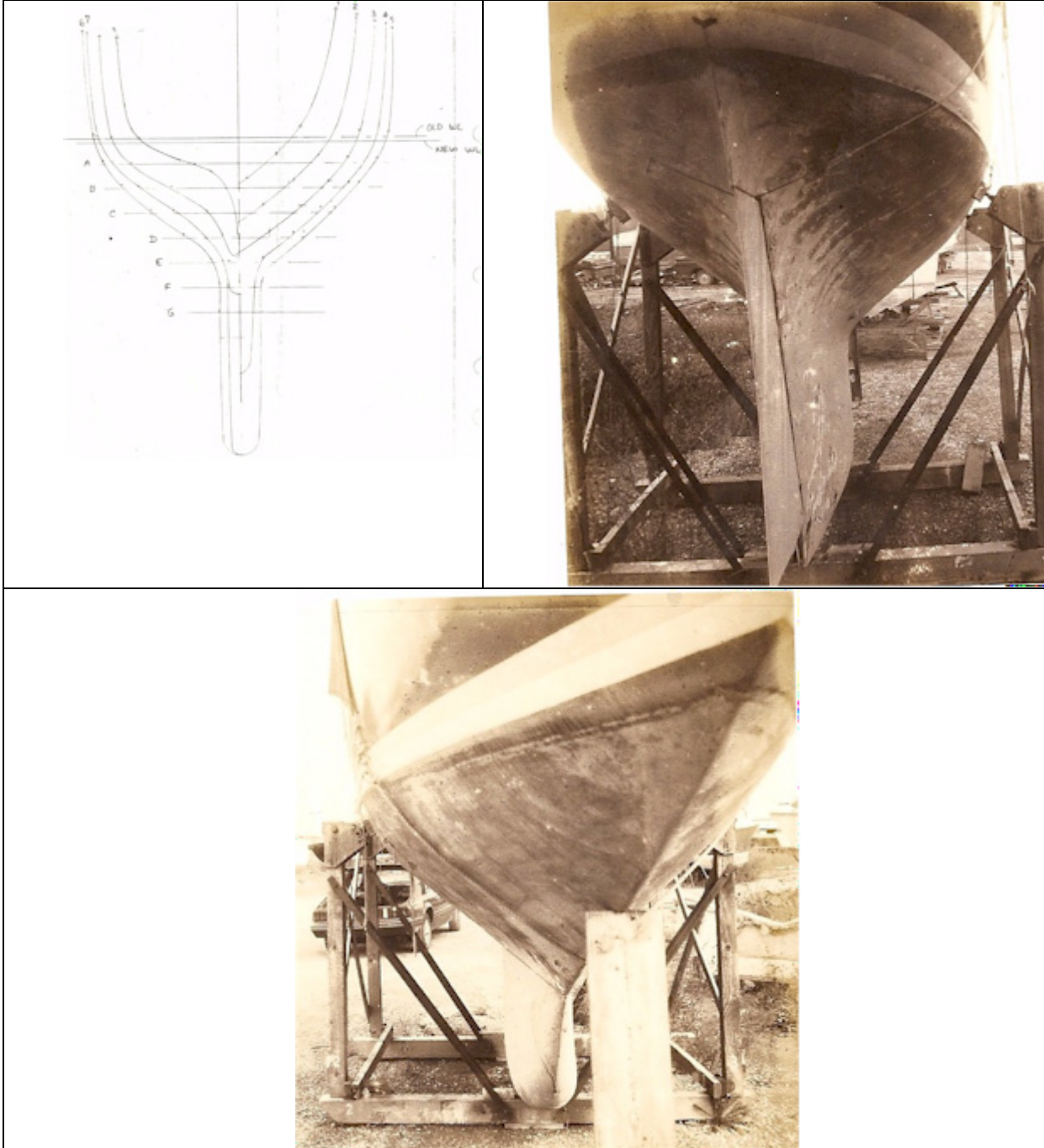
Hull profile (forward)



Deck layout



Hull cross-section



Note 1: "Floor": This term usually refers to the athwartship members supporting internal decking or cabin sole. These members on *Vinnia* are of unknown material; the internal decking resting on these floors consists of three longitudinal plywood planks each of which is fibreglassed on both sides. The top surfaces are painted dark grey with cork particle filler for anti-slip footing.

Note 2: All sails are Dacron from George Thomas Sailmakers, Cleveland OH about 1965.

1- Mainsail, good condition, with additional 2 mains for cruising only.

1- 20 Foot (6.56 meter) headsail, medium condition.

1- 16 Foot (5.25 meter) headsail, very good.

1- Spinnaker, good but heavy cloth.

Miscellaneous old sails of no value.

Note 3: Winches. Jib sheet winches are large diameter geared drum type of cast aluminum intended originally for wire jib sheets. Winch handles are under deck. Two top drive bronze, chrome plated units are accessible to the mainsheet trimmer or helmsman for spinnaker handling. The mainsheet passes from the traveller up into the boom and then forward, dropping out of the boom down to the forward edge of the centre cockpit where the mainsheet winch is located. This winch is mounted with the drum axis horizontal resulting in very fast mainsheet handling. Running backstay winches are located below deck. See Note 5 below.

Note 4: Modifications.

Around 1980: rudder and rudder post replaced due to extreme watersoak and rot. New rudder design included a skeg.

Following modifications made at various times by present owner:

Original design of deck layout featured three cockpits. This arrangement modified to join the aft two cockpits to enable helmsman access to the mainsheet in an emergency condition.

A forward bow hatch was incorporated for headsail access in heavy weather from inside the boat.

A mainsheet traveller recessed in the after desk was installed.

Year 1988. A major re-build of the under water profile aft took place. This extensive alteration is covered in detail along with drawings under a separate heading "Vinnia Modification Details".

Note 5: Restoration required. *Vinnia* was being actively sailed prior to haul out and storage due to pressing personal and business demands. *Vinnia* has been stored inside and fully protected from the elements with the intention of restoration by the owner. Age and other factors prevent the present owner from considering this option, but the following restoration steps would provide a very serviceable boat:

New cockpit coamings are needed.

Shroud and jibstay weather seals should be installed. Shroud turnbuckles are below decks.

Some mast hardware needs completion. The new aluminum mast has internal halyard configuration requiring turning blocks at the mast base. The turning block weldment is complete and ready to install, but top-of-mast main halyard hardware needs completion. Jib and main halyard winches and boom gooseneck are needed.

New keel timber is required. At various times, sample borings of the keel timber were taken, the last samples showing 2/3 of the structural strength was gone.

The hull to keel connection has been reinforced with fiberglass as a precautionary and temporary measure. Six or so frames are broken at the turn of the bilge.

All frames are otherwise in excellent condition. The stem is solid.

Redesign of the underbody as described in "Vinnia Modification Details" resulted in provision of buoyancy balance bustle. This bustle was a temporary unit used for design verification and should be replaced with proper ribs and planking.

The hull structure aft of the keel and supporting the rudder should be re-built.

The original tiller arrangement was moved under-deck to accommodate a mainsheet traveler. The new underbody allows for the tiller to be re-located abovedeck, which is a much more practical arrangement.

Planking under the counter is serviceable but needs attention.

The backstay winches are a hand-wheel type and are located below deck. The backstay reel drums on these winches tend to damage wire rope. The backstays should be fitted with rope tails if these winches are to be used.

Note 6: Racing History: With new sails, *Vinnia* finished consistently with second and third place awards in season overall standings, when sailed by the present owner. She was a first place finisher with a previous owner. She was a close match to *Tidsfordriv* on all points of sail, both boats being better performers in heavy air. She is not a light air Six, but experience with the modified hull form indicates much better potential in this regard. Prior to modification, Vinnia was capable of sailing boat for boat against other Sixes in the local fleet in moderate to heavy conditions, but was hard put to handle light air.

