

THE CLASSIC SIX METRE NEWSLETTER

1907 - 2013

Number 15	Founded in 1993 by Tim Street	April 2013
www.classicsixmetrenews.org	Editors: Thilo Durach & others	thilo.durach@t-online.de

Editorial

Dear Friends

First of all I have to apologize. Already a year ago, Tim Street and Basil Carmody asked me to take over the Classic Six Metre Newsletter. With my background in publishing I was happy to face that challenge, that was very well done the last years. As you may remember, I started last summer with a little email, asking for information about your boats, restoring projects, your area and some material arrived. But, I was still not finished with Carmela, a Gustav Estlander Design from 1924 which a friend of mine, Walter Kuhlmann, and me worked on for about three years at that point.

Our great aim was to appear at the European Championships in Nynäshamn last year. We worked hard, and there was no time left for the Newsletter. Finally we made it with Carmela to the regatta, but after that event, I was burned out a bit, about the Six Metre subject.

It took me some time, but now here is the number 15 of the Classic Six Metre Newsletter.

I am convinced about this classic newsletter distribution, but I also recognize the advantages of other media. Douglas Reincke and others, established a Six Metre information platform in the social network Facebook. Understanding all the concerns about Facebook, it is a wonderful tool to transport and publish information and pictures just in a second. Take a look at Facebook and search for the group "6 Metre International", and you will be surprised how many beautiful pictures about our classic boats are out there.

As well, I saw how many email addresses in the register of the Classic Six Metre Fleet are not actual anymore. Please let me know your actual email contact and send it to me under captain@carmela6mr.com.

Let me say some words about Peter Norlin who died, this winter. I think everybody knows how important Peter was for the Six Metre Class. His ideas and his great work brought out some outstanding designs of the newer age. But for me it was the biggest help restoring Carmela. As a young second rule boat, Carmela's mast was placed very much in front of the boat, causing a short J measure. Talking with Peter he convinced me moving the mast backwards about 1 meter, to increase J, and speed, and handling. He was so sure what he did, and his argues were well founded, without knowing the lines of the boat. He was so dedicated to the Six Metre subject and that helped us a lot. Last year at the European Championship in Nynäshamn, Peter came on board Carmela, and I was able to present the result, which made him happy.

Thank you Peter

Also thank you all, especially Tim Street for your patience and the editorial input for this issue.

Also thank you all, who send me something which may does not appear. I will try to publish more often and hopefully more regular, than the last year, when I was responsible

And then, I have to aks for your tolerance. I am not a native english speaker, so you will find some strange expressions and some faults in translated parts of this issue. Sorry about that.

Thilo Durach

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-----Latest News-----

I am pleased to announce that Jerome Nutte of the Cannes Yacht Club has been asked by his club to put together Metre boat racing for the Sixes, Eights and Twelves at Cannes, including the Regate Royale and has very kindly agreed to take all the Six-Metres based on the Mediterranean coast under his wing and to encourage them out. He has already issued invitations to all those classic Sixes known to be on the Mediterranean or believed to be interested.

We would be more than happy to be informed early about this Classic regatta.



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Facebook

6 Metre International Group

May be a chance for a more intense and actual information about the the Classic Six Metres

Douglas Reinke set up the 6 Metre International Community at the social network Facebook. I do understand that the 40+ generation does have problems with this kind of communication. What will happen in the future with all the information and pictures that are posted. There are a lot of questions and concerns, but as long as you just follow some informations, you don't have to become a member of the Facebook community. Check it out and you will find the most actual newsletter about the 6 Metre Class you are looking for. The huge amount of information, pictures and stories that are visible is amazing. You are able to follow restorations, latest regatta news and other subjects. For us, it will be a bright source of information and communication with owners and enthusiasts. We are looking forward to publish the Classic Six Metre Newsletter more often by using some information out of this source.



The Sound Inter Club - Class

Some interesting stories about what happened when the Star Class and the 6 Metre Owners sit together
www.soundinterclub.org



SOUND INTER CLUB CLASS

By WILLIAM W. SWAN

SOUND INTERCLUB SAILING



DURING the Fall and Winter of 1925 it became evident, through friendly discussions among various yachtsmen in and around New York, that there was room for a small, wholesome, day-sailing or racing class, in between the Star Class and the 6-Metre Class.

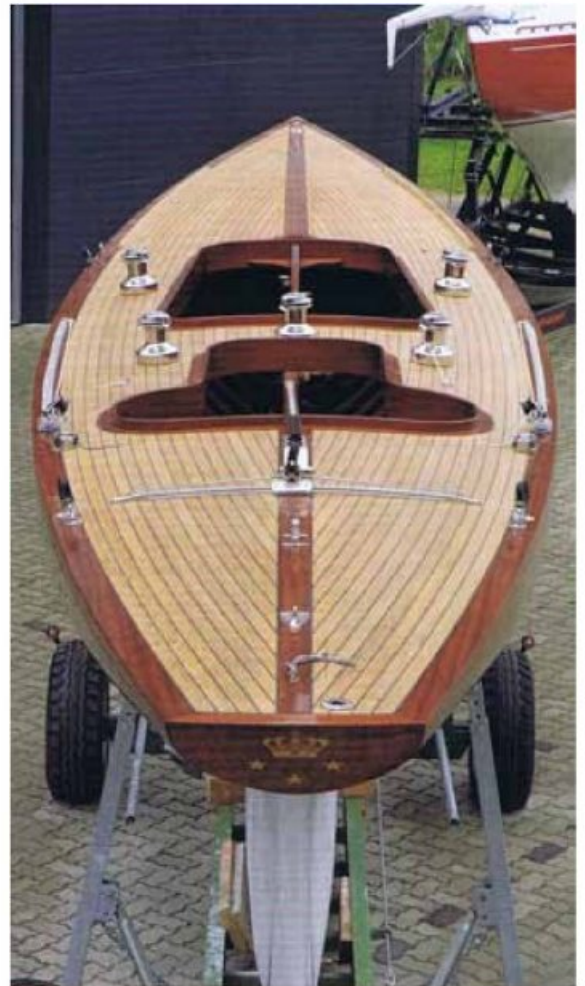
This group of men, led by Mr. Carroll B. Alker of the Seawanhaka Corinthian Yacht Club, had vision. They wanted a comfortable day sailer of pleasing lines which could be raced by those so inclined, or sailed by the junior element, which is so necessary to the future life of yachting; and yet they wanted a boat that would cost less than the 6-metre. Several designs were submitted and finally those of Charles D. Mower, naval architect, of New York, were chosen as the one design most nearly fitting the dream of the sponsors for the class.

Mr. Mower's design called for a staunchly built sloop of 28 feet, 9 inches overall; 19 feet on waterline, 7 feet, 6 inches beam, and 4 feet, 6 inches draught, with 2,500 pounds of outside lead. It was to be Marconi rigged, with 425 square feet area, have a small cabin with 4 feet head room, and the cockpit and design for deck layout was to be made comfortable and easily handled. Mower supplied all these requirements ideally, as can be seen from the accompanying reproduction of a set of drawings and photographs.

Replicas build at Oliver Berking's wharf at Flensburg Germany

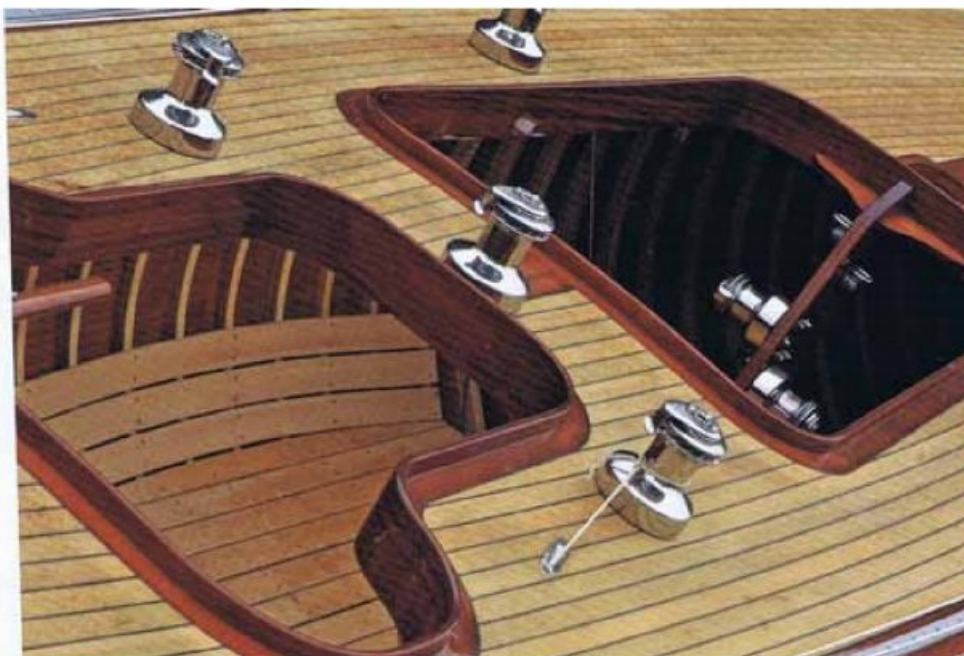
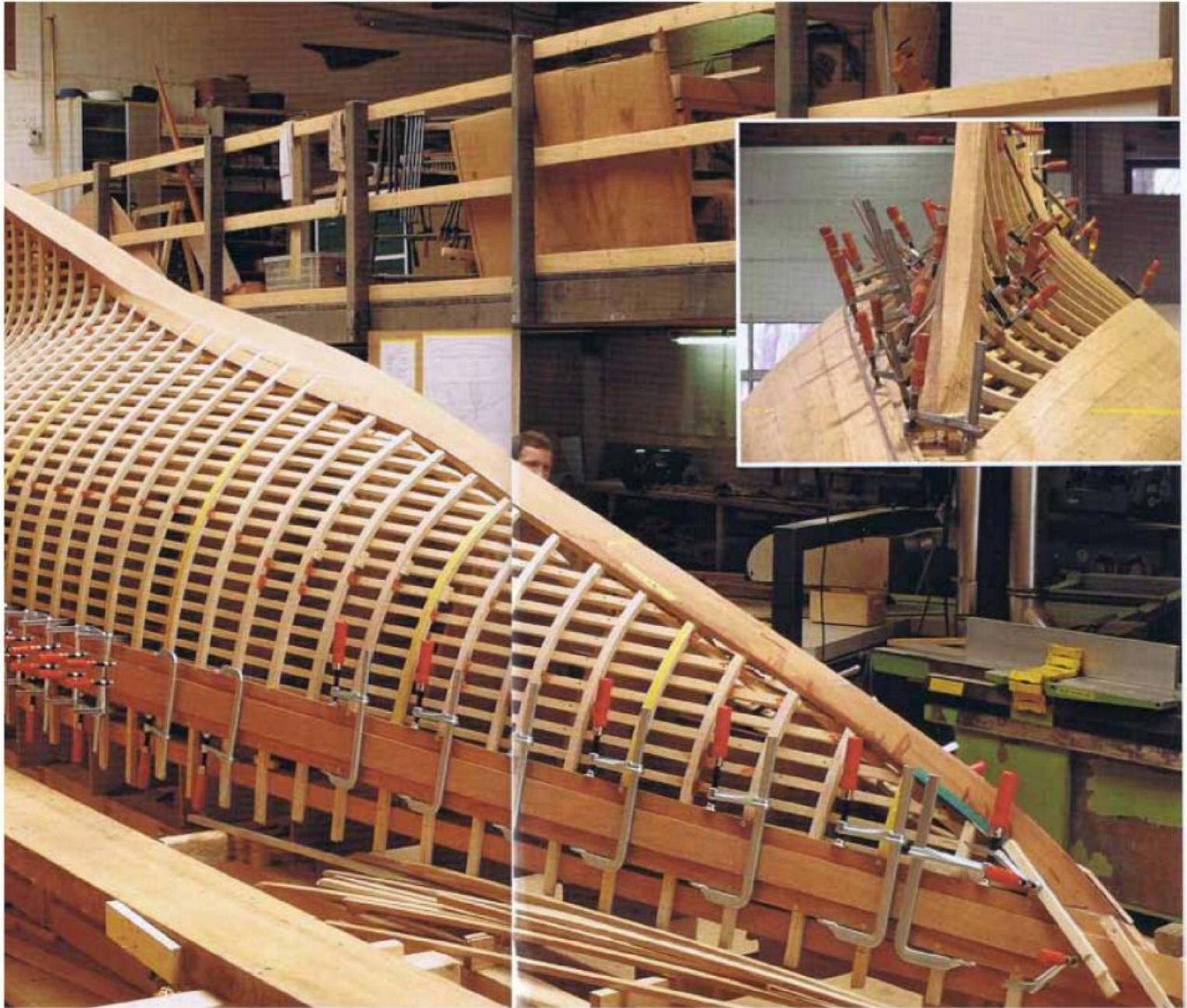
Founding the wharf, Oliver Berking and Kai Wohlenberg, his facility manager at that, time were discussing about the future strategy of their new business. Their strong passion for the Metre Classes, ended up in the idea building fast classic Six Metre Replicas. A long research, lead to the Sparkman and Stevens "Nirvana" and the Bjarne Aas design "Iselin/Apache". Both yachts were destroyed or lost. Nirvana build in 1939 at Abeking & Rasmussen was destroyed during a fire 1959 at the Michelsen Boat wharf near Lake Constanze in the south of Germany, while the Iselin of Bjarne Aas, build 1939 at Frederikstad, disappeared in the USA, during the 60's.

Drawings and lines have been available for both yachts, for Nirvana at the archive of Sparkman & Stevens, for Iselin/Apache at the Maritime Museum at Oslo Norway. After clearing all subjects with the ISMA the work started on both boats. It started with Iselin, but after a client showed interest in the S&S Design, Nirvana was pushed forward and Iselin had to step back but just a little bit, but the wharf worked on both boats at the same time. Planning and building the boats with clear preferences: based on the original drawings, using the intended materials, and using the appropriate methods in building, keeping in mind to build fast and competitive race boats. Both boats were measured with 6,0 and fit perfect into the rules, and appeared as exact replicas of the old boats. Using Sipo and Khaya wood plank on Ash frames, it was tried to reach a optimum weight distribution. The results at World Championship at Helsinki showed the potential



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CLASSIC NOTES by Tim Street

21st March 2013

As many of you have already seen, due to his huge load of work concerned with his Robbe & Berking Classic Regattas and the up-coming World Championships Oliver Berking has resigned as Chairman of the ISMA Classics Committee. Tim Street has therefore agreed to stand in as Acting Chairman until the next AGM.

Mainly due to the general downturn in the World's financial situation there has been much less classic activity in recent times. Of course, so many boats have been discovered and restored that obviously there are fewer to be found. Also, it is quite clear that, due to the escalating cost of restorations, younger enthusiasts may not have the finances to find and rescue old boats, more especially since the better ones have already been found and completed. Nevertheless, it is vital to the existence of the class that new and younger members are found and encouraged.

In the past few weeks news has been received from Johan Larsen in Sweden who hopes that they will have their best fleet of both moderns and classics for some years, racing in Stockholm. In Britain we expect to have a regular fleet of between four and six good classics racing on the Solent throughout the season, with in addition, three boats racing together in Scotland, for the first time for many years – Valdai, Piccolo and Leila.

A matter which will need to be looked at and has been discussed in the past months, is the up-dating of the 2000 Rules for Replicas; so far they would seem to have stood the test of time despite doubts cast on them. Also, the Classic Rules themselves, although only finalised for the 2007 Worlds, need to be reviewed in light of at Hamble modern progress and it is planned to reconvene the ISMA Rules Sub-Committee including representatives of the Technical Committee, to reconsider them and make recommendations.

A short objection by the chief editor.

After selling ABU to my good friend Christian Teichman, who is now a member of the Royal Southern Yacht Club at Hamble, where also the boat is located, everybody thought that Tim may step out of the 6mR Class. But there are some rumors of a strong comeback. I can't tell you more right now, but as soon as I know more, I will let you know !

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Norway

In Norway there are also two boats of interest. The first is believed to be Sonja II a 1908 Anker & Jensen, which is owned by Peter Ennals, the well known classic yacht expert and owner of the 8 Metre, Carmen II. She is coated in plastic and is in a wood on Peter Ennal's farm. We are awaiting the Certificate of Sonja II from the Norwegian Maritime Museum (Norsk Sjøfartsmuseum) to compare, to see if she is indeed Sonja II, in which case she would probably be the oldest Six-Metre in existence. However there is known to be another hull in existence which is also said to be Sonja II. It is thought that this second boat might be Sonja III and we await better weather for further investigation.

The second boat is an unknown hull in a field on the island of Tjome, next to Notteroy in the Oslofjord and is almost in sight of the windows of a house owned by John Cove, who is from Salcombe, Devon, England. He has promised that when the weather improves and the snow and ice gone, he will go over to try to identify her.



Sonjy II?

Denmark

In Denmark, Jorgen Jensen, the builder of the first replica Sunray, has located a boat D4 Guldfluen one of the series of seven Sixes built for Denmark by Abeking and Rasmussen in 1921. Another sister is the beautifully restored DEN 3 Ran VIII at Lucerne which has taken part in the 2003 Worlds at St. Tropez and the 2010 Europeans at Brunnen. She requires a full restoration but would be a beautiful sister for Ran VIII. Jorgen Jensen is also looking for another, later, missing boat named Joker, believed to be in Denmark.



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Italy

Last autumn we received a message from Luigi Lang in Italy that a few months ago, a friend of his, Norbert Tieger, had died, aged 91; he was the owner of two outstanding boats: a Sangermani (LOA 18 meters) and the Six Metre IR ITA 48 Da-Du which is perfectly maintained (see photo below) and kept strictly original to her 1928 construction. His heirs have asked Luigi to take care of the two boats in view of their sale so if anyone is interested please can you let me know.



Arcangelo EX Caramba

Born in 1923 as Caramba she was a 6 M racer. Her sailing number was L6 .She was the personal racing 6 of Gustav Estlander .In 1923 he sailed her in regattas in the Öresund region . That year she was not a winner, and so in 1924 Estlander was not very active with her - perhaps he made changes on her? One explanation may be that Mr Estlander was sailing his new built Carmela that year. But in 1925 Caramba and Estlander were together again:Caramba & Estlander participated in the Revaler Woche (Tallin, Estonia) 18-21.6.1925. Caramba won all races. Day 2 she was 19 minutes faster than the 2nd 6 mR-yacht!!! Day 3 Caramba was only „beaten“ by Triumph (a 75 sqm skerry cruiser (SK) design by Gustaf Estlander) and Altimare (55 sqm SK)!In the Finnish Sailing Week, Turku, 7-9.6.1925 Caramba was totally 4th of toto 15 6 mR-yachts. After this Gustaf Estlander sold Caramba to mr E Gernant in Sweden,and she became S24. Mr Gernant put a cabin on her in 1929.In 1930 she was sold to mr B Linden and in 1934 she was deleted from 6mR register in Swe. In KSSS yearbook 1932 mr Linden's hometown is Napoli, Italy ... Caramba & mr. Linden are mentioned in KSSS (Royal Swedish Sailing Club, Stockholm) Yearbook of 1934 for the last time. In 1936 She was in Napoli still under the same ownership. It is reported that Caramba has been belonged by S:A:R Eugenio di Savoia .As for the references to Caramba belonging to S.A.R Eugenio di Savoia Genoa in 1933 and to Dr.Carlo Schivardi of St.Margherita Ligure 1959, they come from the historical register of Sixes compiled by Andrew McMeekin and later supplemented by Tim Street .I don't which of the two made this entry. As best I know, their sources were Lloyd's registers and British yachting magazines like Yachting World and the Yachtsman's Annual. Later she was called Bona. She became Corona around 1955 and was found in NW Italy. At that time she was transformed in a more cruising craft and a deckhouse and cabin were added.



In 1971 she was renamed Arcangelo, and since than she is sailing and racing under IOR, IMS , and CIM rules with great fun and success. She is for sale

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Austria

There are now known to be at least four First Rule Sixes, three of them on the Lake Woerther See in Carinthia, Austria. The first is Rarahu, a First Rule International Six-Metre designed and built by Morgan Giles & May Ltd., at Hythe near Southampton, England in 1914, for a Herr Otto Wirth of IV, Prinz Eugenstrasser, Vienna and is now based at Schmockwitz.

The Frank Morgan Giles documents are held in the Teignmouth Museum at Teignmouth in Devon, but they don't have the previous Morgan Giles & May papers. Rarahu never raced in England but she had several sisters also built in 1914 in England: Gonda,

Kenavo, Martha and Stella, which have the same "Marconi" (Bermudan) rig which is a very large main with a small jib. Rarahu is in very good condition but has recently been sent over to England for some restoration work.

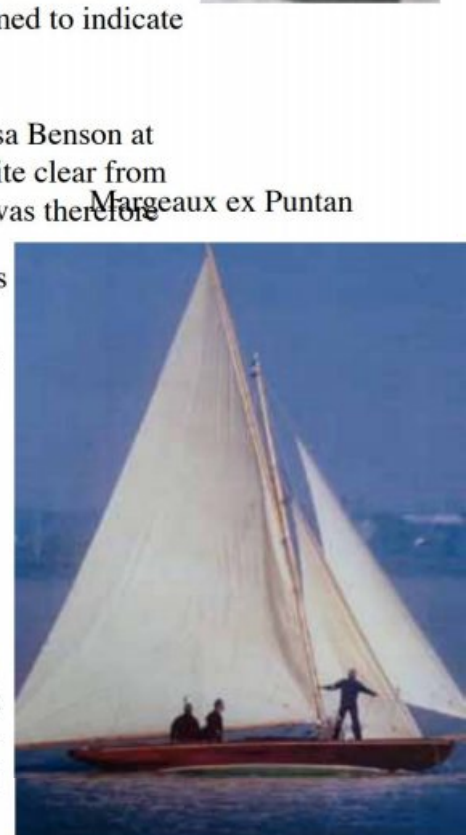
The second Six is Margeaux previously owned by Joel Perodo, who some years ago bought her from Sweden, and was laid out as a cruiser. At that time, she was named Puntan and in 1975 was described as "of unknown origin; recently rebuilt by her then owner Bertil Lagerqvist of Stockholm". Joel restored her beautifully with a cutter rig. Her origins were very mysterious, as from her size and lines she appeared to be a First Rule boat, but Puntan is listed by Pekka Barck as being designed by Carl Holmstrom in 1923. However, Puntan is not recorded anywhere in the Lloyds Register of Yachts and she does not appear to have ever been issued with a certificate or granted a number. Much research combined with other available information seemed to indicate that she could be Gro, Bjarne Aas's first Six built in 1916.

However, since the Classic Notes were published in the Spring ISMA Bulletin, Lisa Benson at the Norwegian Maritime Museum has provided Gro's certificate and it became quite clear from comparison with Margeaux's current measurements that she could not be Gro. It was therefore decided to compare the measurements with those of all the First Rule Sixes listed in the Lloyds Register of Yachts for pre-1920. To astonishment, her measurements almost exactly matched to within 0.03 inch those of a boat named 'Else' designed by Lieut. L.W. Ussing and built by J. Hansen at Kastrop, Denmark in 1911. Since only one other pre-1914 boat had an LOA of over 32.8 ft it would seem as certain as possible that Margeaux was indeed 'Else'.

A full report on the other two boats, K 37 Gefion III also on the Worthersee and Theresa II owned by Peter Steiner built by Anker & Jensen 1910 appear below. Next year being the 100 year jubilee of Rarahu, her owners are planning to hold a regatta on the Worthersee for all First Rule Sixes still afloat and it is hoped they may be joined by L 2 Mosquito, another Anker and Jensen from 1914 now owned by Roy Johannessen in Norway and F 23 Cailin from Britain. It is also hoped that by then someone will have bought N 1/GBR 24 'Jo' the last First Rule boat designed and built by Anker & Jensen in 1920, currently for sale in Peter Wilson's yard at Aldeburgh, Suffolk, England.



Above and down Rarahu



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The Baum + König Vintage Trophy

We are more than happy that Oliver Berking had announced that the Baum + König Trophy, that was will be part of the World Championships in Flensburg 2013. This Trophy is the chance for true Classics with Wooden mast and Dacron Sails with a horizontal cut. You will find all the details in the following Deed of Gift. A very nice aspect is the Flag etiquette under point 6.0. Please think about giving your Classic Six Metre a very individual look. While the original trophy was lost, Oliver Berking donated a wonderful new Cup. Thank you Oliver

Deed of Gift 5/10/2008

The Baum & König Vintage Trophy was introduced and first offered for competition at the International Six Metre European Championships in Flensburg, Germany in June 2006. The Trophy is given to enhance the aesthetic spectacle of the Class and to motivate owners to compete in international competitions of the Class with yachts restored and kept to their original configurations. With the use of original materials in construction of the hull, deck and rigging as well as with classic sails and period hardware we hope to fill the fleets with fast and beautiful 6 Metre yachts that are as pleasing to the eye as they are faithful to the style and grace of earlier times.

With the idea that this perpetual Trophy shall be a competition within a competition and awarded to the highest placing qualified yacht at each International 6 Metre World Cup and European Championship, the Vintage 6 Metres shall start all races with the Classic 6 Metres.

To qualify for the Baum & König Vintage Trophy for the European Championships 2008 onwards, an International 6-Metre yacht shall comply with the Rules for the Classic Six Metres, use white/cream sails and have wooden mast, boom and poles and fly a racing flag.

This Deed of Gift exists in addition to the International 6 Metre Rule and Measurement Instructions and does not exempt any yacht from other rating and measurement regulations.

1.0 Design and construction

The designs shall originate prior to 31st December 1965. Yachts may be built new to such existing designs, subject to construction being traditional carvel in wood, or other method demonstrably available in-period, conforming to the Lloyd's "Rules and Regulations for the construction and classification of yachts of the International Rating Classes - 1921 to 1949."

2.0 Sails

2.1 Material use

The yacht shall have white/cream woven polyester (brand name: Dacron) or cotton working sails. For the spinnaker all common woven fabrics are permitted.

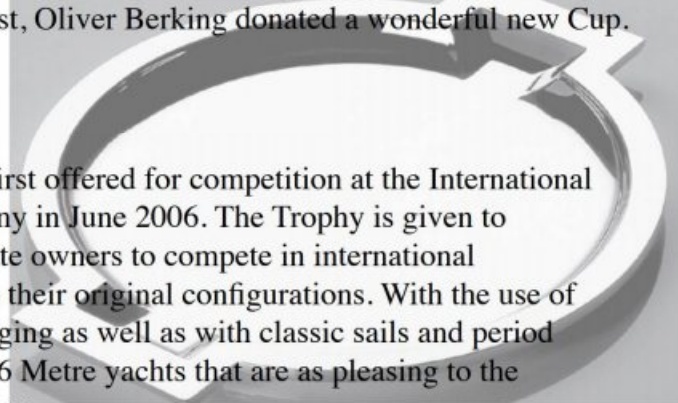
2.2 Panel orientation

The mainsail, genoas and jibs shall have cross cut ("horizontal") panels. Mainsails and jibs should preferably not have "camber stripes". The spinnaker may be of any design preferably in one colour, preferably all white.

3.0 Deck fittings

Above deck, the yacht shall have wood, aluminium, bronze, brass or steel (not stainless) fittings, which may be plated or galvanised as appropriate, of traditional design. If aluminium is used the fittings shall be of traditional/original design, and if they are anodised then a natural finish is to be retained – coloured anodising (such as gold or black) is not acceptable.

3.1 The winches shall be in aluminium, steel (not stainless) bronze or brass, which may be chromed or galvanised as appropriate, or Tufnol, and of traditional design and, if aluminium to be of traditional/original design. Coloured anodising is not acceptable. Captive wire winches in authentic style and constructions are permitted for the runners and halyards. For halyards, self tailing winches and modern rope clutches or cam cleats may be used, subject to these being positioned under deck level/out of view. Self-tailing winches and modern "cam" or "clam" style cleats are not permitted for sail



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handling sheets and runners (however, jammers may be used for sail handling/trimming lines if installed below deck level/out of view). On and above deck as well as on the cockpit coamings the yacht shall have traditional cleats – “cam” or “clam” - style cleats, rope clutches, or other mechanised line securing methods are not permitted.

3.2 Bronze, chromed, aluminium or stainless-steel genoa tracks and cars of traditional design are permitted. Adjustable mainsheet traveller tracks are not permitted.

3.3 Blocks of composite construction shall have wooden, Tufnol or bronze cheeks and shall be of traditional design. Galvanised steel blocks are acceptable, but not stainless steel or aluminium.

4.0 Rigging and spars

4.1 The yacht shall have wooden spars (mast, boom and poles) answering to the class rules in force at the time of the event. Dispensation may be requested for the use of spars that conform to the class rules in force at the time of the original design. Those yachts that were equipped with aluminium spars as new can not compete for this trophy, because this is essentially a wooden mast and spars trophy.

4.2 Alterations to the rig shall not affect the authenticity and design or appearance of the deck lay-out.

4.3 The standing rigging shall be in steel wire or rod. Runners and halyards may be in spectra or other polyethylene derivative. All running rigging and control lines may be of any commercially available material. Wire may be in stainless and/or galvanised steel.

4.4 Mast fittings may have a chromed or galvanised finish or be fabricated in stainless steel.

5.0 Advertising – to class and event rules

6.0 Flag etiquette

The yachts shall fly at her masthead a racing flag. The flag shall be flown clear of the masthead and mounted so that it is free to fly in any direction and act as a wind indicator. It shall be square or rectangular in shape with the longer dimension horizontal, and the hoist (vertical dimension) shall be no less than 150 mm. Owners are encouraged to adopt and use their own unique distinguishing flag. ISMA historians will gladly assist any owner in search of the yacht's original racing flag.

7.0 Instruments

The use of electronic instruments such as GPS, sail computers and wind instruments indicating true and apparent wind angle and/or speed are prohibited. The use of a compass, log and depth sounder is accepted. Displays, if any, are to be mounted in the cockpit area/out of view. Repeaters and displays mounted in any other position outside the cockpit are prohibited.

8.0 Inspection

The ISMA Vintage Inspection Committee (ISMA VIC) is to include two or more members of the ISMA Technical Committee (ISMA TC). At least 1 day prior to the opening ceremony of the event, owners shall make their yachts available for inspection.

The ISMA VIC Committee is to establish and announce the eligibility for each individual yacht shortly prior to the opening of the event.

9.0 Government of Rules

The ISMA Classic Committee with the help of the ISMA Technical Committee governs the 6- Metre Vintage Rules.

10.0 Technical guidance

Owners of yachts embarking on a restoration, refit or new construction of an 6-Metre aiming to race for the B&K Vintage Trophy are invited to submit their plans to the ISMA TC. The TC will review such plans and assist owners and yards guiding them through the implementation of the 6-Metre Vintage Rules, Lloyd's scantlings as well as the Class Rules of the Int. 6-Metre Class.

22 March 2006; Peter Koenig Revised 13 February, 2008; Peter Koenig Proposed revisions 6 March 2008; Tim Russell Final draft 24 March 2008; Tim Street, President.

Six Metre News from: Australia

Australia

This is what I am up to with Yeoman II She has been completely re ribbed these have been laminated in Silver Ash which is an Australian hardwood with straight grain and renowned for its excellent steam bending quality. Each rib was laminated in three layers and bent over the moulds and ribbands . Over the ribs is one layer of 1/4 inch thick Brazilian Mahogany laid diagonally over the hull followed by a second layer of 3/8 inch thick Huon Pine laid fore and aft, the Huon Pine is a blonde timber with lovely fine grain which is very oily like teak but light in weight. Huon Pine is one of the best boat timber there is and only found in southern Tasmania. The hull at present has been sanded ready for the various coatings. All new bronze keel bolts are being installed. These will hold all the floors into the keel, stem, and horn timbers. The deck beams have been made, these were laminated from fine grain Douglas Fir, all ready to install when she is rolled over which I hope will be in 4 to 6 weeks' time. The boat is being restored as per the original plans and we are using West System for all gluing . I have also been looking at the deck layout with respect to the location of winches and tracks etc.
Good Sailing Geoff Docker (Australia)



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Six Metre News from: Austria

100 Years of "6er" Sailing at the Wörthersee in Austria

A report out of the Yearbook 2010 K.u.K. Yachtgeschwader

The first side club of the UNION YACHT CLUB Vienna (founded 1886) was founded the same year at the Wörthersee in the south part of Austria, by a group of exquisite society members.

Initiated by Robert Freiherr von Walterskirchen, Baron von Walterskirchen, Max Graf zu Sapor, Wilhelm Ritter von Ehrfeld, called Laval Graf Nugent, as well as Leopold Baron Aichelburg-Labia, Heinrich Fürst Orsini-Rosenberg und Edward Drory were registered members.

In the regattas held for the 25th anniversary of the Union Yacht club 1911, the Six Metre Class appeared for the first time.

The owner of these yachts sailed as well regattas at Venice, Pola, Kiel on the Bavarian Lakes and as well in the US.

Maybe the most famous 6 Metre at the Wörthersee is the GEFION III (K37), designed by Johan Anker and built 1911 at "Anker & Jensen" in the Oslofjord, now over 100 years old. The owner Dr. Ernst Schreiber, won 48 races out of 85 starts.

Dr. Schneider was one of the few sailors in these days, during the "Kieler Woche 1912" who was invited by the German "Kaiser Wilhelm" to his table. As well Austria's Emperor Franz Joseph congratulated for his victory at the regatta in Pola, via telegraph.

GEFION III is one of the last Yachts, allowed to sail under the "K.u.K" naval ensign, because the owner has been a member of the imperial "K.u.K-Yacht squadron". Today GEFION III is sailed by the heirs of Dr. Schreiber, Prof. "Burzl" Schmidt, successfully at the lake. With the new, "vintage style sails", she is still one of the winners on the local regattas at the lake.



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Another classic Six Metre is the 1910 , at “Anker & Jensen“ built THERESA II, today owned by Mr. Peter Steiner. Originally sailing at the lake Traunsee, she sailed as well in the Mediterranean Sea under the command of Dr. techn Kurt Schäfer.

Interesting as well is the RARAHU (K34), built at Morgan & Giles in England. The owner DI Otto Wirth, made it nearly around the half of the world with his 6 Metre. He raced in Triest, Venice, Genua, Pola, Rome, Marseille, La Rochelle, Nice, Hamburg, Kiel, Stockholm and 1936 in San Francisco. The chronicle shows victories at the Austrian lakes Attersee, Traunsee, Wolfgangsee, the German lakes Starnberger See, Ammersee, Bodensee, and the lake of Como in Italy. The boat traveled on its own railroad wagon, naturally with a sleeping cabin, a cooking place and a toilette for the two escorting sailors. Di Otto Wirth followed befitting his ranks with his chauffeur. Today RARAHU is owned by family Klammer living in Pörschach but needs some restoration work.

The recent “6er“ the German expression for a Six Metre Yacht, is MARIANNE IV, build 1932/34 in Frederikstad/Norway. Her Certificate is from 1936, when she competed in the Olympic regattas at Kiel. MARIANNE IV is sailed nearly every day during the summer, by her owner Mrs. Mag. Birgit Kristan. Part of the Crew is her father Werner and Herbert Kollmann, a boatbuilder, working for more then 55 years at the lake. His passion is the reason that a lot of old wood is still sailing on our lake.

STAR VI a “6er“ built in the 1920 is in a restoring process, done by the owner ing Christoph Goritschnigg, called the “wood doctor“, and we hope to see the boat soon on the water.

An other little pearl arrived October 2011 at the lake. MARGEUX , a 1914 Design by Bjarne Aas. This “6er“ was restored exactly after the original plans by the previous owner Mr. Joe Perrodo, the fantastic publisher of sailing books (www.yachtingheritage.com) and a wine expert (his family owns the famous Chateau Margeaux, that is where the name came from). With a Kutter “Gunter Rigg“ without cleat clams or winches with 57 sm sailarea and 3 to displacement..

We are very excited to explore the 1914 sail feeling, and we will join with Margeaux some regattas.



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Six Metre News from: Finland

by Esko Klipi

Eskop Klipi reports: The year started with the traditional Classic Symposium in conjunction with the Helsinki Boat Show. The idea of the symposium is twofold: to invite new people to the six meter class and to provide a gathering for the owners and crewmembers to reflect on the past year's racing and to plan for the next season. One of the highlights of the symposium together with the keynote speech by Halsey Herreshoff was the announcement of the restoration of 6mR Renata. She is a Gustaf Estlander design from 1927. Renata (L 6 ex. L 17) is one of the most celebrated sixes in Finland with an outstanding racing history. She has been out of the water for thirty years. The noteworthy thing in the case Renata is that this is the first time the National Board of Antiquities has granted financial aid for the restoration of a leisure boat. This can be seen as a remarkable turning point since from now on owners of other classic yachts can apply for financial assistance from the state.

Gustaf Estlander designed Renata for a very prominent yachtsman Henrik

Ramsay. Ramsay was a politician, president of the Finnish Steamship Company and the chairman of both the Finnish and Scandinavian Sailing Federations. In 1928 Ramsay participated in the Grand Regatta of Sandhamn. Renata was honored with the title of the best six-metre yacht in the Regatta. She received the K.A. Wallenberg prize and several other prizes. Renata was the best Finnish 6mR yacht during the hot decades of six-metre racing from 1920's to 1950's. We are all keenly waiting for her return after the renovation is finished in 2016.

After being restored Renata will be used as the flagship of Club Renata – an association providing empowering experiences to young people in danger of social exclusion. The motto is: if you manage at sea – you will manage in life. The restoration project can be followed in Club Renata's web page (www.clubrenata.fi). An interesting aspect of the project is that the environmental impact of the restoration will be assessed and compensated e.g. by planting rainforest trees.

Two videos from the symposium:

What makes a classic by Pasi Kaarto https://www.youtube.com/watch?feature=player_embedded&v=jBJ67qPyHtc

Keynote by Halsey Herreshoff <https://www.youtube.com/watch?v=8yk5QHfCipc>

Photographs of Renata:



Six Metre News from Sweden by Johan Larson

Just a quick respond about the boats in Sweden as we think is here:

- Lisbeth 5, will sail in Finland this summer with Kenneth Palmgren as skipper
- Yam Sing, is probably sold to Finland but a rumor says swiss owner?
- Silvervingen, close to finished renovation, hope to see her sailing thisyear.
- Merineito, sailing again after many years in the shed.
- Flush, sailing and same owner since many years.
- Stella Polaris, sailing and same owner since many years.
- Fågel Blå, in the shed since 2007, waiting for renovation.
- Ingerd, in the shed i Norrköping since 2006?
- Figaro 5?, Anker boat with uncertain history, in Johan Larson shed.
- Paradox, sailing in Stockholm?

Many have left to Finland which is the strongest classic fleet like Topp, Ara, both sailing. Zephyr left to Norway, now in France I think. Hopefully still 9 Swedish six meters in Sweden, 6 sailing and 3 in sheds.

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Six Metre News from: Great Britain

Tom Owen Classic Yacht Restoration Team prepare to complete their third classic six metre yacht and extend their restoration repertoire

After their Classic Boat 2013 award for the restoration of the 6mr Valdai, Tom Owen and his team in Fowey, Cornwall have started on the restoration of two more classic six metre yachts. Spring comes early in the southwest of the UK and Tom's workshop is busy with large and small restoration work.

The first 6mr is Marletta, a 1947 David Boyd third rule design built at Sandbanks on the Clyde for the Olympics at Torbay in 1948, requiring a new deck, ring frame strengthening and a new rudder. She has a beautiful shape very similar to both her sister Thistle, recently replanked by her owner Tom Richardson at The Elephant Boatyard, and Titia the slightly later Boyd 6mr that competed in the 1952 Olympics and is now raced internationally by Andy Postle and Brain Pope.

Most recently they have collected Piccolo, a 1932 William Fife III late second rule design built at Fairlie, from Stellendam in the Netherlands. Her new Scottish owners are delighted to be bringing another 6mr home to the UK. She requires a new wooden keel and will also have her engine removed to prepare her for racing again in the UK. Tom and his team are also hoping to build her a new wooden rig, so that she can sail again with her Fife sisters on the Clyde.

Six Metre News from: France

Alexandre Anginot announced the relaunch of the French Six Metre Homepage www.6mr.fr

Site de l'Union Française des 6mJI

Recherche



[Accueil](#) [L'Union Française](#) [Régates](#) [La fotte](#) [Jauge et règlements](#) [Histoire de la Classe](#) [Photos](#) [Liens](#)

TARA à vendre

Publié le 13 mai 2013



BREVES

Bienvenue sur le nouveau site de l'Union Française des 6mJI

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- [MANDRAGORE A VENDRE](#)
- [Régates Royales de Cannes](#)
- [LISSAC CLASSIC](#)
- [Championnat de France et de Grande-Bretagne à La Trinité](#)

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Six Metre News from: Norway

6 Metre HØVDING

Tim just found a new treasure in Norway. The boat was designed by Thomas Berg and built by Borge Bringsvaard at Oslo, Norway in 1947. They have removed her engine and will probably have an outboard on a bracket later this summer. The hull under the waterline and rudder etc. looked very solid now, so she should not leak too much!



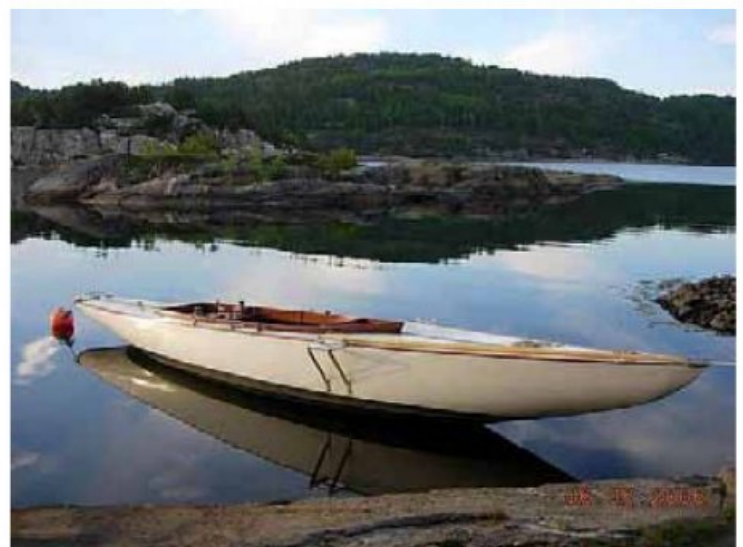
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And here is another example what you can find on the Facebook platform.

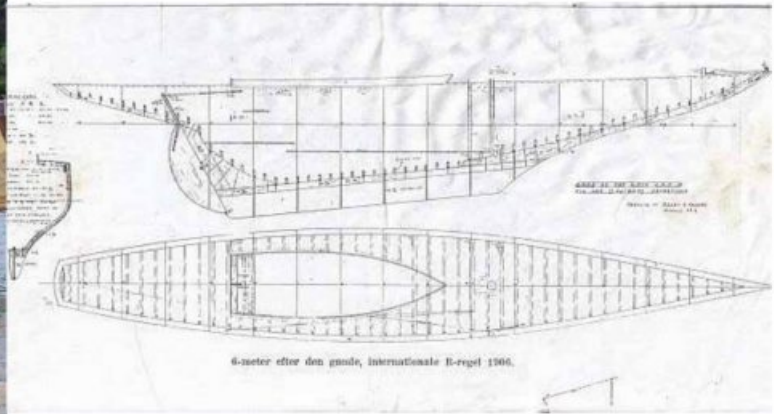
Mosquito A First Rule Six Metre from 1913. The Anker & Jensen Design was the first boat with a bermuda rig.

Pictures and informations published by Petter Halvorsen



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The Batavian Six Metre Fleet

The Six-meters of that period travelled a lot up and down with their owners from the Netherlands to the overseas colony of Nederlands-Indië now republic of Indonesia. The Yachts were also transported from Batavia now Djakarta to Singapore for the so called International Interport races, so a regatta between West-Indies against Nederlands- Indie.

Six -metre Yachts, and fleets of dinghy's were transported on the deck of cargo steamers. The Batavia yacht club in Tandjong Priok near Batavia had about 2500 ! members in the years between 1925 t0 1940.

It was also a social club for the Dutch high society, no entrance for locals

Members of this club participated with 1936 Olympic games.

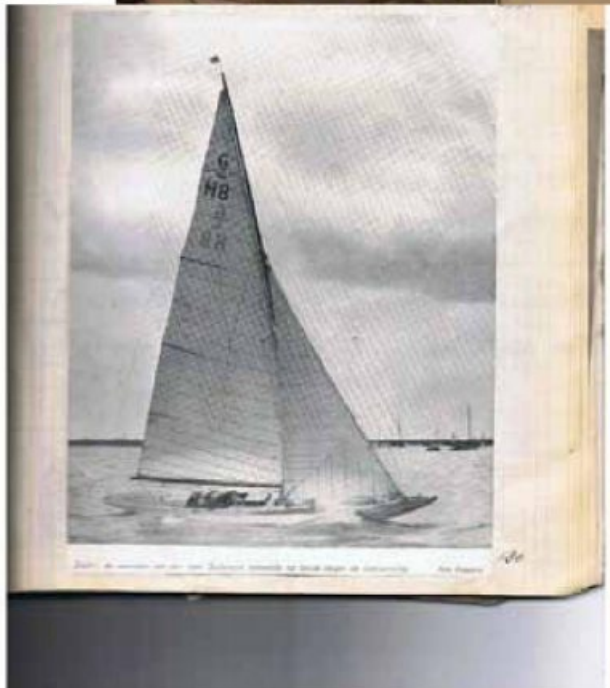
There are no [sailing] remains know of this fleet today.

There are quite extended reports

of the races in that newspaper which reflects the enthusiasm for the Six meter class in those days !

best regards

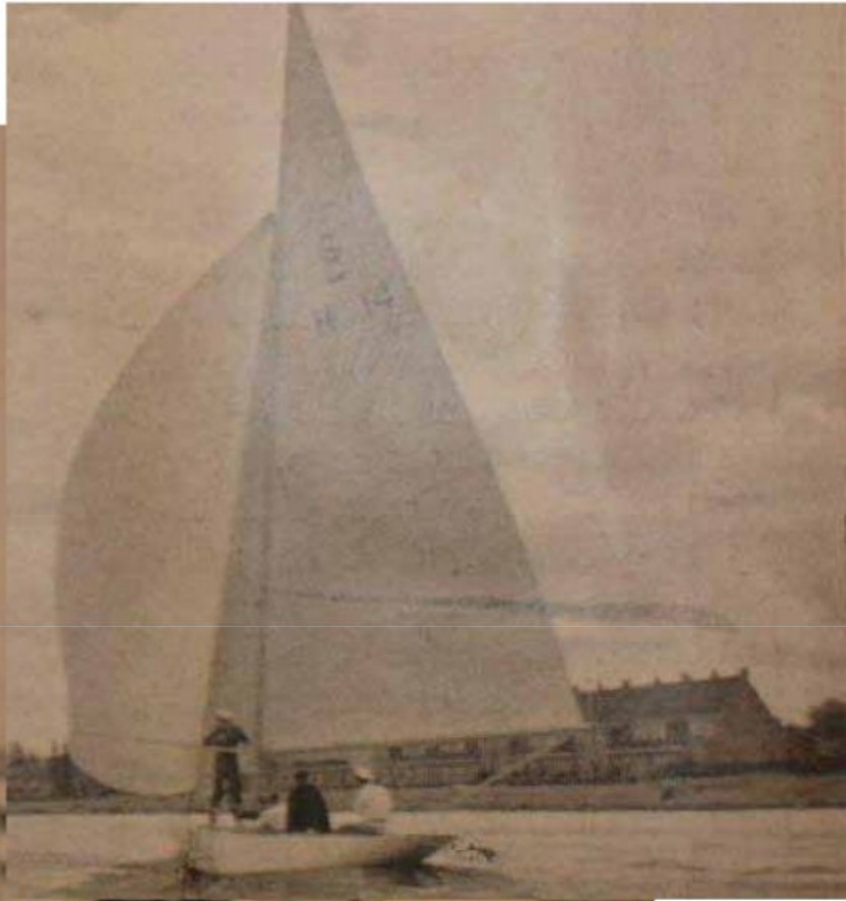
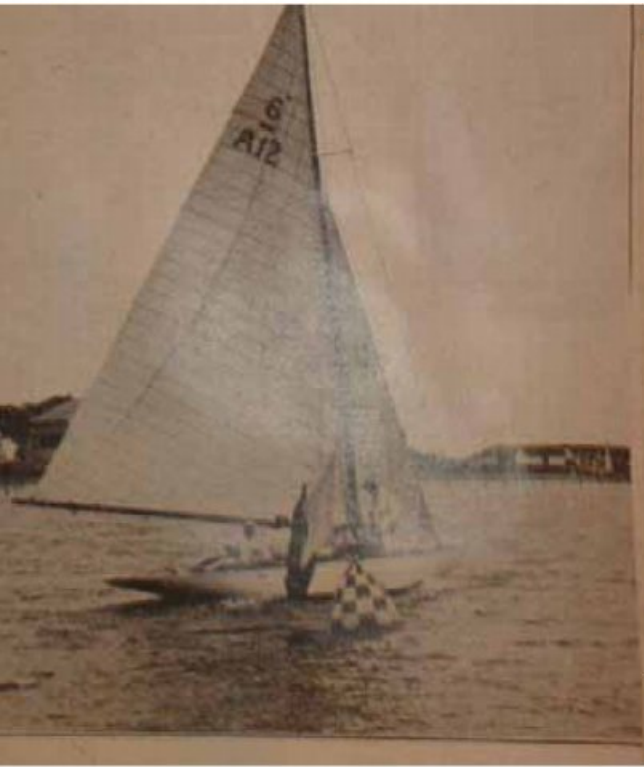
Marc Heijke



„Eva Marga“ ex „Saenden“

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Here an article out of the
CLASSIC BOAT
issue January 2013

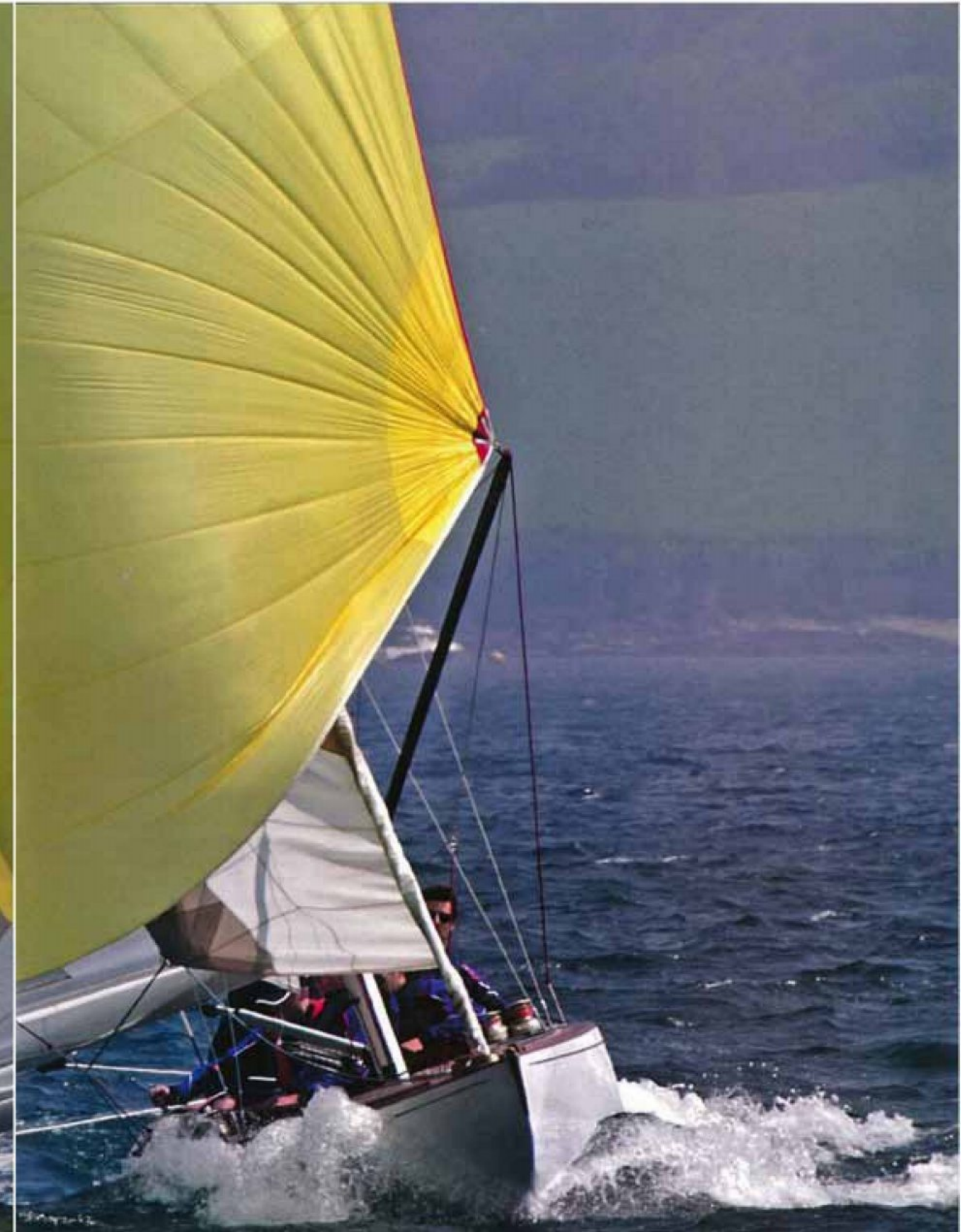


VALDAI Metre Maid

In a class known for sleek looks and fast, wet racing, the Six Metre *Valdai* stands out, not least for a glorious restoration. *Kathy Mansfield* has the story

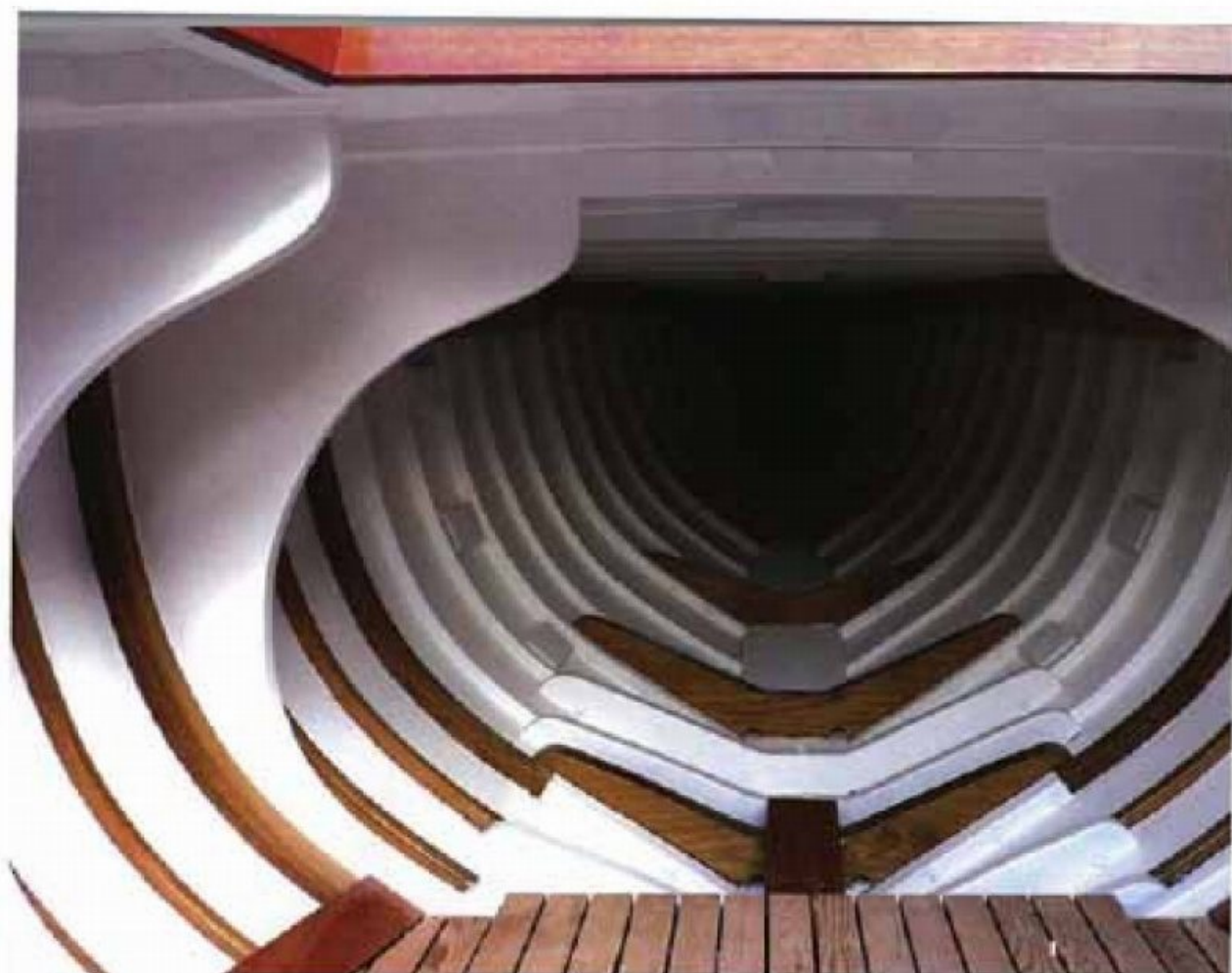
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PHOTOGRAPH BY MARTIN MANNING

CLASSIC BOAT JANUARY 2013

Amere 106 years after the first Six Metre was launched, this famous class continues to enthuse sailors, designers and boatbuilders alike, determined to keep or return these fast and exciting boats to racing condition. Sixes always were the most popular and numerous class within the Metre Rule, and they are seeing a resurgence now. Only a handful of the classics remain to be restored, and there is a full schedule of racing at national and Europe an level, with Six Metre fleets on both coasts of the US and further afield.

Valdai was one of a pair of Six Metres designed by Alfred Mylne in 1930 to the Second International Racing Rule - the other was Beausobre, restored recently and sailing on Lac Lemman in Switzerland . Beausobre came to the Solent during the Six Metre Worlds and the Metre Centenary Regatta in 2007 and did well in a strong class of 25 boat s. Now her sistership Valdai has been restored in Cornwall by Tom Owen, raising the tantalising prospect of a head -to-head race.

Mylne started his career back in the 1890s, working in the design office of the highly respected naval architect GL Watson, known for his scientific approach to yacht design. This was not lost on the young Mylne, and the drawings for Valdai reflect this careful calculation. His

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VALDAI



boats carried massive sail areas, which would have imposed large stresses on hull form, so they were carefully built and reinforced using top quality materials. Mylne and his namesake nephew encouraged contemporary designers and builders to keep standards high to achieve good value for the first owner and subsequent ones – though they would all doubtless have been amazed to see so many of these boats still sailing in the 21st century.

PASSED THROUGH MANY HANDS

However, Valdai has had a hard life with many owners, unusually little racing and episodes of neglect. One previous owner, seeing her newly restored, was moved to say (that she has at long last reached a loving family. „I doubt that she has ever looked as impressive as she does now since the day she was launched.“

She was built at the well-known Bute Slip Dock Company in Port Bannatyne on the Isle of Bute, for one Robert Clark of Glasgow, who along with his brothers commissioned a number of Six Metres, all beginning

with the letter , V.‘ He very soon sold her to Dr Robert

Carslaw of Rhu, Dunbartonshire, who converted her to a cruiser and renamed her Rowan III, basing her on the Clyde at Greenock. He cruised her on the west coast of Scotland with his family, having installed a Stuart Turner engine and a forward hatch. She changed hands several times after the war, becoming Ma eno, then Valdai again when George Andrews of Newcastle took over in the 1950s. He let his teenage son John sail her with two friends, one of whom was Ed Carrner, who remembers the time fondly. They day-raced the boat under the burgee of the Royal Northumberland Yacht Club.

„Valdai was fast and wet, sailing through short seas rather than over them,“ Ed said. „During one race, we had a fairly heavy collision with another Six Metre, Rozelle, that took a chunk out of our forefoot and resulted in a minor start of a seam at the stem. She seemed to suffer a slight but persistent leak after that.

Needless to say, guardrails, lifejackets, flares, VHF

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Above: The boat was retimbered
Clockwise from right:
Tom Owen produced a full set of moulds to correct her shape; she had new floors and new African mahogany planks below the waterline; new decks in Douglas fir; but kept her 2,5 tonne keel



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and other 'so fry' equipment was unknown, but we did carry a Fairey Duckling dinghy on long trips. „Once John and I had shown we could handle Valdai, Mr Andrews allowed us to take the boat away during the long summer holidays from school. We would be at sea for up to three weeks at a time and usually headed north to visit havens and harbours of the Scottish southeast and the Firth of Forth. Occasionally we would be invited to join a local club race. Things were primitive, but perfectly adequate for adventurous teenage lads.“

Ed's sister bought Valdai in the late 1960s and sailed her out of Sunderland until 1972, when she was bought by three new owners, Martin Royle, Philip Robino and Tom Silwen and based in West Mersea, Essex. She was next identified in 1995, lying neglected on her side on the salttings of the River Deben in Suffolk. A man who hoped to buy her dealt with the Harwich Harbourmaster and the Receiver of Wrecks, who finally tracked down two alleged owners. They took the matter to court, and eventually she appeared for sale on eBay and was bought by Peter Wilson of Aldeburgh Boatyard, who began the process of saving her.

CAREFUL RESTORATION

But it was boatbuilder Tom Owen who was to finish the job, and fortunately for Valdai, he had trained at the International Yacht Restoration School in Newport, Rhode Island. His interest in Tumblarens and in Scandinavian designers must have led fairly easily to an interest in Metre boats, and Six Metre expert Tim Street guided him towards Valdai.

The deal done, Tom had the boat transported to his yard in Fowey where he realised she was badly out

of shape and hogged exacerbated by the loss of her deck. He had to redraw Valdai's lines and bring her back to the original shape, helped by the detailed plans left by installing a full set of moulds. Then the entire boat was retimbered and refloored with some good French oak sourced by John Moody in Modbury.

It certainly helped that Tom works with designer Ian Howlett, ex-chairman of the International Six Metre Association's technical committee. He had also worked with Andy Postle of Allspars rigging, who owns the classic Six Metre Titia, and Rees Martin, for many years Secretary of the British International Six Metre Association, and owner of a modern Six and a Tumblare.

About two-thirds of Valdai's mahogany planking above the waterline was saved, being of good quality and perhaps partly protected by the mud in her Deben berth. She also

has her original mahogany backbone and transom her lead keel and rudder. But there was plenty of wet plywood and glassfibre to remove from poor repairs over the years. Tom removed the 2,5-tonne keel in order to replace the keelbolts with new bronze ones, and replanked the boat below the waterline with African mahogany.

Tristan Stone in Salcombe found some Sitka spruce through his father in British Columbia to replace the beamshelf and the deck beams, along with some 40ft (12.2 m) lengths of Douglas fir to plank the decks. John Moody also provided some beautiful Honduras Valdai's mast needed to be repositioned and keel-stepped an owner in the 1970s having reverted to a deckstepped mast to save money at the time.

To strengthen the boat internally, Tom installed four

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“People stop to gaze, to admire her lines, her unclutterd deck layout “



Clockwise from top left: Close-hulled off Mylor; boatbuilder Tom Owen; Valdai before; and after Above: As Rowan II in Scotland

ring frames, as per the class rules: two in way of the mast, one at the mainsheet track location and the final one where the runners are located. The two at the mast are rigged to take the full load through the shrouds, which come straight through the deck onto a metal tube. This tube is supported by the ring frames, and has an additional rigging wire and bottlescrew down to a metal plate that sits beneath the mast step.

The runner turning cheek blocks are mounted on a substantial box construction, which is bonded to the aft ring frame and bolted to the keelson, helping to spread the significant loads. And the forestay is mounted on a Barrels underdeck furler in bronze finish to match the beautiful Meissner bronze winches from Holmatro. Tom had found three owners for Valdai who were able to be involved in the restoration process – Sir Robert Owen, his friend James Fairrie, and a Dutch colleague of his, Dirk Stulp. She was finished just in time to sail over from Fowey with a borrowed set of sails to the British Championships taking place at Mylor Yacht Haven near Falmouth, Cornwall. Her maiden voyage was a long one, due to lack of wind, setting out mid-morning and arriving at Mylor in the early hour of the next day. During the next few days, winds were lively, to say the least. It was a brave step to enter a fiercely contested championship with an untried boat, but it proved a good one. From that experience they were able to go on to

the European Championships at Nynäshamn in Sweden, where they performed better still.

There will be more ‘bests’ to come as Valdai’s crew gets to know her, and meanwhile she is winning the beauty stakes everywhere. People stop to gaze, to admire her lines, her uncluttered and elegant deck layout. Her white aluminium mast looks good but Tom is determined to build a competitive wooden spar for her further down the line, to show that it is possible.

Valdai will be much enjoyed. She’s balanced both upwind and down, quickest in up to 12 knots of wind and able to catch the newer Third Rule boats, though after that, her lighter frame begin to tell against her.

Like all Sixes she’s a wet ride but that’s part of the fun. Meanwhile Tom has bought another exciting Six to restore: the 1947 David Boyd design Marietta, built to the Third Rule to race in the Olympics. She’ll be subtly different and a great temptation for anyone considering racing with Sixes. It’s clear that Tom won’t rest on his laurels for long, it’s straight in to the next project,

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Carmela

Refit of a Six Metre, a therapy for the „boatbuilder“

Maybe refit is not the right expression for all the work we have done on Carmela for the last four years. So as every other expression describing the work would not completely describe, what Carmela means to Walter and me after all these years. Carmela, a 1924 Estlander second rule design, with beautiful Skerrycruiser lines, and a very, very long stern, which was cut of during the last refit in the beginning of the 1970ies. While looking for an old Six Metre, two different motivations drove us to Sweden. Walter was tired of a plastic boat, while I was tired of my low testosterone level. Now, after eleven years as “houseman“ with my lovely two kids and my wonderful, I felt that I need something special to recover my old strength and convenience. Restoring a boat is close to “make fire or hunt a mammoth“. Creating something beautiful, useful and something big should bring back my testosterone....

Carmela offered a lot of challenges when we found her in Mats Aaronson’s little wharf close to Stockholm. While Walter was positive from the beginning, I was skeptic about all the challenges I would face. After pulling out the forestay fixture from the outside, the diagnosis was clear: new keels, from bow to stern, some new planks, 60 frames steel and wood to repair, new deck, new rudder, new, new.... The plan, we do as much we can by ourselves, deck done by professional boat builders Sebastian Graba and Robert Radtke.

In three years we stripped down the boat, kept as much original as possible, and build it up again. Thanks to the help of great Peter Norlin, we decided to push back the mast for about 80 cm back, to increase J-parameter, and to make the boat a bit faster. We could not find a lot of documents about the boat, but studying the following Design of Gustav Estlander, like, Renata and Tutti, we tried to find a round stern layout, that was close to the original. On old pictures published in the Book “Sexornas Yakt” and in the archive of the Swedish marine museum, we found



Above: 1925 Carmela with Gustav Estlander on the helm

Down: 2012 at the EC in Nynäshamn, may be in the same waters the in 1925



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out that Carmela original had three small cockpits, one for helm, next for main and trim and the third cockpit right behind the mast for bowman and runner. Pushing the mast back and changing the cockpit layout, we were aware that we would face problems with the weight distribution. Carmela lost her original lead ballast in the WW two, got then an iron keel with plus 20 cm of beam, and was again equipped with lead ballast in the late 1960's. Looking at the windows, cut out in the rear section of the lead, the calculation was poor in these days, and we hoped, that it would be enough to cut away, the last 60 cm of the ballast, which was broken anyway. Getting the boat into the water, it was obviously that our hopes were not realistic. The stern was too low, and increased the LWL for about 70 cm. To cast new ballast was financially not an option, so we added a stainless steel construction of frames to the existing keel, and about 250 kg lead, to the front end of the ballast. This worked out perfect, and we could realize a waterline length pretty close to the original numbers.

As we want a boat that would be competitive under the CIM-rules for the Mediterranean Sea, we decided, to equip the boat with classic Winches and wooden clamps. With the help of Jörg Mössnang, an experienced 8mR Boat captain, we decided to realize a barber system for the Genoa. That clears the deck, with just one line and a bronze eye, where the sheet runs trough. Easy to handle and light.

The mast, we think out of the 1030's is very fragile on the topend, but, as Measurer Guy Perrin mentioned, in the rules, because of the age of the boat. With the flex in the mast it was difficult to develop the sails, and to be honest, the first design, looks great with its color and its old fashioned cut, but it does not really fit to the bending curve of the mast. To competitive we have to work on that.

So how Carmela perform on the water?

She sailed great! The first regatta was the EC in



Above: to finish the hull we flipped the boat

Down: The only why to work with lead



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Above: We made it. A very proud crew really made it to the EC 2013 in Sweden

Right: Keep it simple. the barber for the Genoa

Right down: How we found her in a wharf in Sweden, with a little cabin

Nynäshamn 2012. When I say first regatta, I want to say, we hoisted the new sails for the very first time! First day, was training in 30 kn of wind. Strange and a fearing feeling, to sail in these conditions, when you put the boat together by yourself, but no unusual noises, nothing to fear. The sails were hard to trim, but in the end, we have been very happy with the performance of the boat. Becoming last in the regatta was more a problem of the crew, especially of me, than of the boat. On the beat, Carmela worked great, we could go the same height and nearly the speed of our competitors. At the top mark our problems were obvious. By using a Spi of a 40qm Skerrycruiser, that was about 10 sqm smaller than the possible maximum size, we lost a lot on the downwind.

The conclusion

The boat is beautiful and technical okay. Walter does not have to sit on a plastic boat and my testosterone is back. "I restored a boat - I am a man!"

And for our competitors at the World in Flensburg:
We will use other sails and the crew is improving...

More under www.carmela6mr.com



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For Sale

6 m R-Yacht Classic Kaikai, ex Holstein, ex Ines , ex Teje
2005 generalüberholt

Baujahr : 1934

Konstrukteur : B. Wilke

Bootswerft : B.Wilke,Kiel

Segelzeichen seit Indienststellung 1934 : 6 G 15

Die Yacht wurde 1934 gebaut für die Ausscheidungsregatten der besten Sechser im Kampf um den Goldpokal und für die Olympischen Regatten 1936. Erstmals erwähnt in der Yacht 1934,Ausgabe Nr.18,Seite 16,sowie in der Yacht 1934,Ausgabe Nr.24,Seite 15

Abmessungen und Gewicht:

Länge über Alles : 11,32 m
Länge WL : 7,08 m
Breite : 2,06,m
Cockpit-Länge : 1,80 m
Kajüte-Länge : 2,40 m
Tiefgang : 1,55 m
Gewicht : ca. 4,8 to

Preis: 25000 Euro

Weitere Info's und Ansprechperson:

Horst Loos

Laideregg 101

A 5500 Bischofshofen

Handy: +436643089129

Festnetz:+4364622595

Fax: +4364628384

E-Mail: loos@sbg.at



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ARCANGELO EX CARAMBA

Name: ARCANGELO
Rig : 6 MR marconi cutter
Year: 1923
Designer: G. A. ESTLANDER
Builder: PAPST WERF COPENICK
-GERMANY
Location: NW ITALY
LOA: 11.38
LOD: 11.38 m
LWL: 7.70 m
BMax: 1.86 m
Depth: 1.70 m
Displacement: 4.5 T
Engine: 10 hp



Construction and Accommodations: This is a declaration from Arcangelo's owner :

Description: 6 MR , was born in 1923 in Stockholm, designed by Gustav Estlander. After being racing in Mediterranean sea among the Classic yachts, she is now looking forward a deeper restoration. Laying in Italy.

Asking Price: make an offer

History: Born in 1923 as Caramba she was a 6 M racer .Her sailing number was L6 .She was the personal racing 6 of Gustav Estlander .In 1923 he sailed her in regattas in the Öresund region . That year she was not a winner, and so in 1924 Estlander was not very active with her - perhaps he made changes on her? One explanation may be that Mr Estlander was sailing his new built Carmela that year.

But in 1925 Caramba and Estlander were together again: Caramba & Estlander participated in the Revaler Woche (Tallin, Estonia) 18-21.6.1925. Caramba won all races. Day 2 she was 19 minutes faster than the 2nd 6 mR-yacht!!! Day 3 Caramba was only „beaten“ by Triumph (a 75 sqm skerry cruiser (SK) design by Gustaf Estlander) and Altimare (55 sqm SK)!

In the Finnish Sailing Week, Turku, 7-9.6.1925 Caramba was totally 4th of 15 6 mR-yachts. After this Gustaf Estlander sold Caramba to Mr E Gernant in Sweden, and she became S24. Mr Gernant put a cabin on her in 1929. In 1930 she was sold to mr B Linden and in 1934 she was deleted from 6mR register in Swe. In KSSS yearbook

1932 mr Linden's hometown is Napoli, Italy ... Caramba & mr. Linden are mentioned in KSSS (Royal Swedish Sailing Club, Stockholm) Yearbook of 1934 for the last time. In 1936 She was in Napoli still under the same ownership. It is reported that Caramba has been belonged by S:A:R Eugenio di Savoia . As for the references to Caramba belonging to S.A.R Eugenio di Savoia Genoa in 1933 and to Dr. Carlo Schivardi of St. Margherita Ligure 1959, they come from the historical register of Sixes compiled by Andrew McMeekin and later supplemented by Tim Street .I don't which of the two made this entry. As best I know, their sources were Lloyd's registers and British yachting magazines like Yachting World and the Yachtsman's Annual. Later she was called Bona. She became Corona around 1955 and was found in NW Italy. At that time she was transformed in a more cruising craft and a deckhouse and cabin were added. In 1971 she was renamed Arcangelo, and since then she is sailing and racing under IOR, IMS , and CIM rules with great fun and success.

Now Arcangelo is needing some maintenance works but she is in good structural conditions

© Enrico Zaccagni www.zaboats.it

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TARA for sale

from the French www.6mr.fr Homepage



Nous apprenons avec beaucoup d'émotion que la famille Brunet-Moret se sépare de Tara après plus de 25 ans de navigation à son bord, le programme de navigation de la famille se dirigeant vers des unités plus petites et abordables pour de jeunes enfants.

Tara est un bateau qui à besoin d'une restauration pour naviguer sereinement mais est certainement un des plus beaux 6MJI classiques ayant conservé son mat en bois. Il participe chaque année depuis 25 ans aux rassemblements de Noirmoutier et a également participé à la coupe de l'Entente Cordiale de Bénodet, aux Voiles de Légendes de La Baule, aux Voiles Classiques de La Trinité. Il est actuellement basé à Noirmoutier au sec dans un chantier.

Historique : Nom : TARA Numéro de voile: F20 construit en 1937, chantier Abrahamson et plans Reimers Coque bordée acajou Certificat de jauge validé en 2008

Tara est cédé pour 15 000

Voiles North GV 2009, medium et léger 2006, voiles de régates exclusivement Voiles X GV, génois et spi 1999 accastillage dont 2 winch Andersen 2006 pompe de cale sur batterie

travaux réalisés : renforcement de l'environnement du mat en 2009 Nouveau safran en 2005 Nouveau mat bois en 2003 pont en teck sur le CP en 1999 nouveaux barreaux, pont en CP, et nouvelle voûte en 1996 pli de bois moulé sur la coque en 1998 membrures aciers remplacées par du bois moulé en 1993

Vous pouvez contacter la famille en passant par nous !

THE CLASSIC SIX METRE NEWSLETTER

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Mandragore for sale

from the French www.6mr.fr Homepage



MANDRAGORE F-88 à vendre d'urgence... Dessiné par François Camatte avant guerre et construit en 1939 chez Bonnin à Lormont, FOU de son nom de baptême navigua essentiellement sur le littoral Atlantique et quelques années en Méditerranée. En 1986 Mandragore revient en Bretagne Sud à La Trinité-sur-Mer qui est son port d'attache actuel.

Mandragore construit en acajou pour ses bordées jointes et acacia pour ses membrures a subit une restauration importante en 1981 dans un chantier de La Spezia en Italie en 1980. Ses membrures sont renforcées et un nouveau pont est installés en deux peaux de bois west-system . En 1981 un mât moderne en aluminium a été installé au chantier de Philippe Durr qui modifie l'emplanture du mât en installant un nouveau sabot de pied de mât plus long se qui impliquera une modification du plan de voilure plus performant.

Depuis 1986 Mandragore est entretenue au chantier Kervilor à la Trinité-sur-Mer. En 2000 la coque est décapé pour une révision complète de la structure de la coque. En 2008 le mât décapé, repeint à neuf est équipé de rods et drisses neuves (entreposé soigneusement depuis). Une grand-voile et un génois neufs sont construits pour les Championnats d'Europe et de France 2008. Ces voiles neuves qui ont très peu servis depuis lors sont dans un état parfait, le « moteur » du bateau est donc très performant – viennent compléter 3 spis anciens, une GV ancienne de promenade, 3/4 génois anciens et un solent neuf construit pour l'air vif de la Bretagne et la balade car jamais utilisé en régata.

Tout l'accastillage du bateau est en super état, l'électronique de bord composé d'un ordinateur de bord avec speedomètre, chronomètre et d'un répéteur de girouette sont fonctionnel alimentés par une petite batterie sèche complétés de deux compas.

Certificat de Jauge électronique en règle fait en 2008 juste à renouveler.

Aujourd'hui Mandragore est visible au chantier KERVILOR. Je l'ai remis à l'eau l'hiver dernier pendant une quinzaine de jours pour que la coque ne sèche pas trop (voir photos ci-joint). Il est à vendre 24 000€ prix à débattre pour ceux qui souhaite faire une bonne affaire et se faire plaisir. Contacter Quai-Ouest.com Patrick Mélodia Mobile: 06 07 89 10 35 Tel: 02 97 57 90 01 E-mail: pmelodia@orange.fr www.quai-ouest.com