



## EIGHTM@IL

The irregular newsletter of the International Eight Metre Association

*Dear 8-Metre Friends,*

The Centennial year is here, lets hope it will be an exciting, happy and successful one for us all! I thought the best way to start of this so special year for our class is to make a tour of our fleets around the world and give you an update on where we stand. Looking back to 2006 it's been another good year for our class, great events and as we are heading for our Centennial Celebrations in Scotland, I cannot help but wonder about the continued and amazing growth of our class and fleets. A total of 9 new constructions of modern boats and replicas of classics, on top a steady 20 plus restorations under way. In this Eightm@il I no politics and rule matters just a pleasant journey round the yards and fleets again, the stories about the projects, events and people. No politics and technical issues in this Eightm@il.



Initiated by Ron Palm, the Royal Canadian Yacht Club has donated a new trophy to our class for the old modern boats. Since Fleur de Lys and Hollandia were launched and Lafayette, Yquem, Sarissa and Aluette had new keels and/or underwater modifications, these boats have been outclassing the vintage moderns such as Gitana Sixty, Dora, Gefion and others. The Mackinac Centennial 8 Metre Trophy dates back to 1872 and this prestigious silver will surely keep the interest of the somewhat matued modern boats and help secure a continued participation at our World Cup.

Sad news has also reached us as two prominent IEMA friends and members have sadly passed away. Both Dan and Peter will be missed so much.

John Lammerts van Bueren  
Executive secreary IEMA

**DAN MOLLOY**  
† Dec. 10th 2006

On December 10th 2006 our member, friend and former LOEMA President Dan Molloy passed away. Since 1978 Dan and Cedric Gyles Jr. raced their beautiful Severn II on Lake Ontario. He had been diagnosed with a brain tumor in the winter of 2005 and given a very short time to live. Miraculously he responded to treatment and appeared to be recovering. He was able to sail and contribute to Severn's campaign this past summer. Unfortunately he ran out of miracles this fall and treatment was discontinued. Over the years Dan participated in 8 Metre World Championships in both Europe and North America and managed and ran several IEMA World Championships held at the RCYC in Toronto. As President of LOEMA he represented us at IEMA for many years and was well respected. His loss will be shared by the many who knew him as a sailor committed to his yacht Severn II and the 8 Metre fleet.

**PETER MENZEL**  
† Nov. 15th 2006

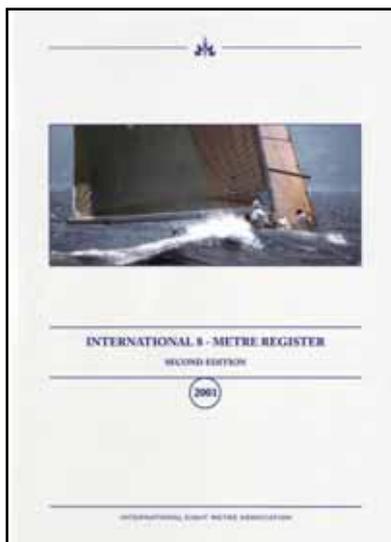
Peter passed away suddenly on Wednesday, November 15th, 2006. Born and educated in Germany, Peter arrived in Canada over fifty years ago and made this country his home. He was a sailor and world traveler, wild-life enthusiast and dedicated businessman.

Peter was an 8 Metre enthusiast who was known by many in the worldwide Eight Metre family both in Europe and North America. He was a long time supporter of the RCYC fleet and most recently made generous personal contributions to the 2005 Eight Metre World Cup supporting the social events, boats, and visitors. Peter was often present at 8 Metre regattas on Lake Ontario supporting our events and fleet. Many friends and family have had the special opportunity to watch our fleet compete from the comfort of his beautiful yacht, Eku III.

Known to all as a generous friend, always a gentleman and a true helmsman, both on board Eku III, as well as, for his family and company. He will be greatly missed by us all.

**PROJECT FOR A NEW INTERNATIONAL 8-METRE REGISTER AND YEARBOOK UNDERWAY**

In January Jennifer Mitchele will contact the owners amongst you to verify your contact details and ask for a recent picture of your Eight to be used for the long overdue update up the International 8-Metre Register and Yearbook. The first one came out in 1997, the second in 2001 and for our Centennial Year it definitely seems perfect timing. The number of known Classic 8-Metres in the world has grown again, new moderns, replicas and spirit of tradition Eights have been launched. Please support Jennifer in the task which she took on by replying to her e-mail, fax or letter and make sure she has all the details she needs. If you happen to have built a personal website for your boat than please pass us the link so we can list it, both in the Register as well as on the Website.



As usual IEMA takes all possible measures

to protect your privacy. The Register will be sent free of charge to all IEMA Members in the world, the Register will however not be for sale and only handed out to a selected number of Yacht Clubs, crew members, supporters and friends of the Class.

**ADVERTISING**

A good number of the past advertisers have already promised their ongoing support but we are still looking for some more advertisers for the new Register.

If you would like to have your company listed or advertising then please contact Fred Meyer who will be coordinating the advertisers.

Our aim is to have the new International 8-Metre Register and Yearbook ready in April/May 2007.

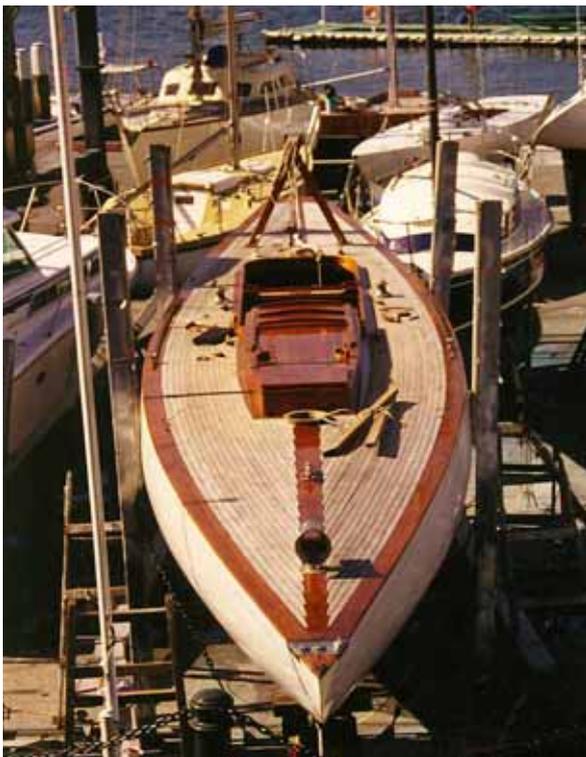
## A WORLD TOUR OF EIGHTS

### - AUSTRALIA -

In Sydney it is the famous William Fife III 8-Metre SASKIA who is preparing for a homecoming and pilgrimage to Scotland. John & Christina Stephens are in full swing getting the old girl prepared for the journey. SASKIA made her fame the year after she was launched, winning the prestigious Seawanhaka Cup in New York. After her victory Sir Alister Young brought her back to Scotland where she continued to race around the coast with great success. In 1936 she sailed the Olympics in Kiel. In 1954 she was sold to Australia and since then she had her mooring at the Royal Sydney Yacht Squadron. Now, after 50 years sailing in the Southern hemisphere she will make her way back home to Scotland to participate in the World Cup. Having started at her half model in my library for the past 5 years I can't wait to see her in the flesh and surely she will receive a very special welcome at the Royal Northern. Meanwhile Kraig Carlstrom is rebuilding the 1924 Johan Anker design VARG.



8mR SASKIA ashore and in the Sydney harbour (© IEMA)



This is a major project again. Kraig found her in derelict condition and decided to rebuild her from the keel up at a yard in Tasmania. David Vieira from Absolut Restorations is supporting the project and judging by the news coming through, this promises to be a pretty breathtaking project.

Meanwhile Jose de la Vega has so much enjoyed his Garry Lidgard designed JUANA that he ordered a second 8-Metre from his board. Again she will be a so-called spirit of tradition Eight, classic beauty above the waterline, hung keel and spade rudder below the waterline. With JUANA and PLEIONE already sailing, this will be the third yacht to that concept in our class. It seems a concept worth exploring more as with the limited availability of classics available, the spirit of tradition approach offers a combination of beauty, performance but also one with far more ease of maintenance. In Germany Juliane Hempel has made a study for such design too, those interested should contact her for more information.

- CANADA -

In Canada it's the 1935 Glen Coats designed PANDORA, which is still under restoration. Not sure what the progress is but for sure the project has not come to a halt. Rumour has it that the 1928 Starling Burgess Eight ACE will be sailing next season after an almost complete rebuild project by Paul and James Countouris. In Toronto the 1935 Tore Holm design RANJA is also undergoing work.



8mR FALCON in Vancouver © IEMA

Guy Jones bought her just before the 2005 Worlds and although the boat showed plenty of potential, she needed lots of tender love, care and devotion. Getting her sound for racing will be a major project, but RANJA is a really pretty Eight and those looks have been the savour of most if not all our boats and for sure will again keep Guy on track too. On the West Coast the main concentration remains around Vancouver. There FROYA (Mylne 1932), FALCON (Fife 1930), AMITA (Fife 1930), CONCERTO (Fife 1937) are meeting up for an occasion race and cruise. FALCON is currently for sale through Bill Cannell. She is a sistership to FULMAR. The 1935 Camper & Nicholson designed REALITY is continuing her extensive cruise in the Pacific which lead her to passages as far as Hawaii.

8mR CAYUGA US-15 © IEMA

- USA -

In the USA I don't believe there is too much news or movement. On the East Coast PLEIONE and ANGELITA are sailing actively holding the fort. On the West Coast SULAIRE (William Fife 1928) is sailing in Seattle and further south in California you will find LAILA (Anker 1928), ALBATROSS (Tore Holm 1938), YUCCA (Nicolas Potter 1937). I believe that the Morgan Giles designed EMILY (1929) has been roasting in the sun on a parking lot at a town named Ocean Side. She used to be a real light air flyer. Maybe some day she will find a new home, lets hope that happens before the chainsaw pays her a visit, which is a very sad but likely option too. If anyone happens to visit Hawaii then check out the Gary Pione Yacht Club in Honolulu. There is the home of the 1929 Charles Nicholson designed ANTHEA. Gary Pione has been sailing her between the islands and some time ago he dropped me a note with a story on his latest 500-mile spinnaker run. I decided to abuse my authority and declare this the 8-Metre longest spinnaker run in the history of the class, which stands until anyone can prove me wrong. Makes me wonder if maybe Honolulu should be the home of the 8-Metre World Cup, maybe, just maybe, one day... Meanwhile candidates for the position of secretary of the Honolulu 8-Metre Association are offering their services for amazingly low rates, Timo Saalasti feels he has the best papers as his SAGITTA is the sister of ANTHEA. Maybe we should have a mail vote on that, oops sorry, no politics in this Eightm@il.



- SOUTH AMERICA -

There have been a good number of Metre boats in South America and as time goes by they seem to emerge one by one. German Frers was probably the first to bring an 8 home from Argentina, which was his 1909 Charles Nicholson designed FOLLY. Now German found back the 1925 Costaguta designed ETRA in Montevideo, Uruguay. I believe the intent is to bring her to Buenos Aires and have her restored there. The 1911 Guedon designed TITAVE has made her fame in the thirties and ended up on display at the Lujan Maritime Museum, again in Buenos Aires.

DELPHIS is another Costaguta design. Built in 1930 she emerged from a small yard and is now under restoration at the Roca & Terrizzano Barcos in Buenos Aires. In Brazil we have a 1909 William Fife design, however after the first initial contacts I have lost touch with her owner Prof. Ricardo Wagner in Rio de Janeiro. If anyone happens to travel there then maybe there would be an opportunity to restore contact.

- ASIA -

I am receiving enquiries from Asia where the interest in our class is growing. Projects are developing in countries such as Indonesia, Singapore, India and Vietnam. It's all early stages and it's been a while since our class had boats in that region. My records show that in 1910 Alfred Mylne designed SUYYARA for a member of the Royal Bombay Yacht Club. Borwick & Sons built her on Lake Windemere. It's been a while since but with the enquiries persisting I would not be surprised if boats or projects would come to life in the coming years.

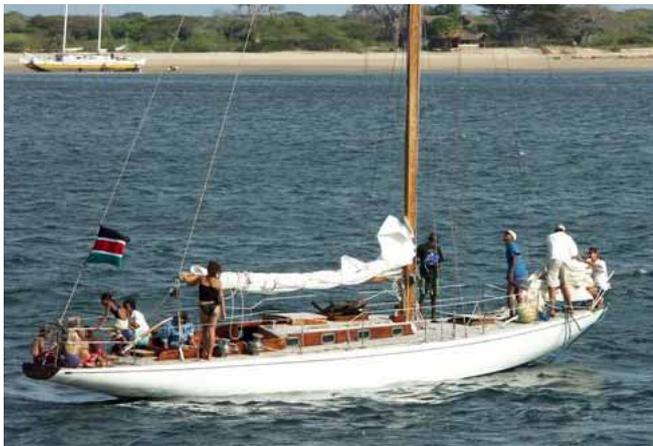
- AFRICA -

Our class has never been too hot in Africa. I think the only Eight that was commissioned specifically for Africa was a boat called PRO TEA. She was a 1910 William Fife design and she was donated by Sir Thomas Lipton to the Woodstock Naval Cadets in Capetown. The two main countries on the continent



8mR FOLLY (© James R. Taylor / sealens)

that has Eights were Algeria and South Africa. The boats were usually owned by ex patriots who brought over their boats. I think the total is just under 10 and we lost track of most of them although lately I have been receiving notes and photos from members and friends who thought to have recognised an eight. Most recently I learned that the old GAIRLEE III, now named MARAGE sailed from Durban South Africa to Kenya. Apparently the



8mR MIRAGE in Kenya (© IEMA)

waters around the Cape where a bit too rough for this 1928 Johan Anker design. What a great way to give the girl a break and take her for a holiday to Kenya. The information here is based on pictures that people send me from their travels and holidays. Would be great if somehow we could get in touch with the owners. Any pointers in that direction are more than welcome.

- EUROPE -

For our tour of the European yards we will start in the South and slowly work our way to the very north and cold of Greenland.

- ITALY -

In Italy there are a number of projects underway. Mario Lavazza is restoring his LICEA. This is a 1928 Costaguta design. Running a busy yard makes it hard to find time for your own boat but for sure he will get the job done and knowing Mario, she will be stunningly beautiful and fast too!

Then we have PEGGY, a 1914 William Fife boat that was bought by Franco Giorgetti. The project has been on hold for a while and I believe she is available for sale. Around Varazze there are two more first rule boats waiting for a new future. First of all the famous STINT which was designed and built in 1912 by Max Oertz for Mr. Siemens, yes, that Mr. Siemens. At the same yard there is TONI X, a 1913 Abeking & Rasmussen boat. Some years ago Fred and I visited the Mestron yard to look at these boats and at that time all work was on hold pending a court case on work done and bills to be paid. Not sure what the situation is now but both boats are important to the class and could present an opportunity for someone interested in sailing the ultimate beauties of our class. Sardinia will welcome ELSINOR next season. This 1930 Tore Holm design



8mR ELSINOR SUI-12 with a superb start (© James R. Taylor / sealens)

- FRANCE -

is superbly beautiful and fast. It will be sad to see her leave from Lake Geneva but her new owner is committed to the class and intends to race her in Scotland and the worlds the years beyond. Although I don't have the latest on possible time scales and launch dates I know that the project of German Frers new modern 8-Metre design is moving ahead. Knowing Frers, she will be quick and really good-looking. No doubt she will be a strong contender and aiming to bring the Coppa d'Italia back to Europe. In 1937 the almighty BONA was the last Italian boat to win this so prestigious trophy. No doubt the first Italian to bring the trophy back to Italy will receive a heroes welcome at Yacht Club Italiano.

- SPAIN & PORTUGAL -

The Portuguese fleet lost two of its boats this year, EMILY (Fife 1924) was sold to Christoph Teufel in Radolfzell/Germany and now has her new home at Josef Martin's yard. IERNE (Fife 1914) was sold to Huw Johnson in England. David is currently scheming on how to maintain his fleet and somehow I think that before to long we will see Absolut building another new replica or more likely, an never built classic 8-Metre design to set things right. Privileged to privileged information I can not share everything but be sure you are the first to know if you stay tuned to Eightm@il.

Spain now has three boats, OSBORNE (Fife 1928), COLLEEN (Fife 1925) and recently ANGELITA (Nicholas Potter 1930) has been added to the fleet. She will be based in Palma. Spain used to have a very good fleet of Eights; of course the King Alphonso headed the fleet with no less than 6 consecutive Eights built for his account plus OSBORNE as the yacht for Queen Victoria Eugenia. The main fleets concentrated around Bilbao and Santander. Few have survived or maybe better, few have emerged. Somehow I think that in years to come, classic boats will be found in the old ports of Spain.

In France there are to my knowledge no major projects underway. Of course there is WYE, the 1935 Charles Nicholson boat (and one of my personal favourites). She is undergoing major surgery and more. I believe that will be another 2 years before she's back. And yes, HISPANIA VI, the 1930 Morgan Giles design for His majesty King Alphonso of Spain has finally been dug out of the river in Brittany. She will move to Brian Pope in England for restoration. Brian hopes to find a buyer before he embarks on this project.



8mR HISPANIA VI (© IEMA)

One boat really needing to find a new home is VISION. Eric Mallet retired her from racing after La Trinite in 2003. She has an amazing pedigree, 6 time winner of the Sira Cup, don't think any boat will ever beat that record. She needs a lot of work doing to her but she has all it takes: fast, famous and beautiful lines!

In France there is also a replica to the famous 1928 Starling Burgess design under construction. Somehow the owners moved and I lost contact with them. If anyone can help re-establish contact then that would be most appreciated.

Meanwhile Yacht Club de Cannes is gearing up for the World Cup in 2009. The current plan is to have the European Championships there again in 2010 so we can keep some boats there for winter racing. Bruno Fauroux, long time crew on FRANCE, GAULOIS and FLEUR DE LYS and director of Yacht

Club de Cannes, will head the organisation of it all. Unquestionably he knows what it takes to host a superb event and I am very confident indeed that Cannes will put up a superb Worlds. The dates will be set so that those attending can enjoy other events in the regions too, including Regates Royales, Voile de St.Tropez and Imperia Sailing Week.

### - SWITZERLAND -

In Switzerland work on the 1930 Frank Paine design CAYUGA will soon start. CAYUGA made her fame in the trials for the Canada's Cup of 1930 and then winning the Freeman Cup on lake Ontario with John van Voorhis at the tiller.

Then there is JACQUES-EDUARD, (ex SIRENA), the 1928 Fife design which was built at Chiesa in Cannes. This project has been moving along for a while. I believe another 2 years are needed before her launch.

CARRON II, the 1935 William Fife designed and built 8-Metre we all know so well for she was sailed by the late Prince Sadruddin Aga Kahn has been

sold. She will remain on Lake Geneva and again I am pleased to hear that the intent is to sail and race her actively. CARRON II is an all time favourite, beautiful and very fast.

The lake will also see a new member coming in with a 1911 Johan Anker gaff rigged boat. It's too early to announce details but it seems pretty certain that this will happen. Jean Fabre has put his superbly maintained YQUEM on the market. This 3x World Champion is notoriously fast in light airs. Jean Fabre intends to build a new modern 8-Metre in the near future but keeps the details under his sleeve for the moment....

Peter Groh sold his ALUETTE, no contact with the new owner yet but I am told they are ready to race the boat vigorously and will be ready to step up in Scotland. Peter has also put his current World Champion boat SARISSA on the market. The boat needs not to be advertised, always a really good looking and great all-round boat, Peter optimised her for light air last year and well, it worked, worked very well, in fact better than anything else. He's now exploring the options for a new modern, for sure it will be something pretty special, not so sure if the Hollandia crew will be the first to know.



8mR CARRON II (© James R. Taylor / sealens)

- GERMANY -

The best news from Germany is that GERMANIA IV is back in the water. Designed and built by Abeking & Rasmussen a Baron Krupp von Bohlen's contender for the 1940 Olympics was bought by Rolf Ratchke in 1997. Marc Busschots of Ilderim in Belgium used to race against her on the Channel. GERMANIA IV was then named Baltic Rose and was pushed really hard in offshore races. She was converted with a cut transom and a flush aluminium deck (oops but interesting idea at the time) and wheel. It took Rolf two years to convince the owner to let Baltic Rose go and have him convert her back to the stunning A&R beauty named GERMANIA IV of 1939. At the Oetker yard in Rendsburg she was rebuilt and she's looking just the way Rolf had in mind. Next season she will be sailing again, not sure if she will be in Scotland but for sure we will see her in 2008 in Norway. Below are some photos, the way she was and the way she is now. Congratulations to Rolf for his vision, courage and endurance and thank you for bringing this so important yacht back to the class.

More good news from Germany: In Berlin Rainer Lohnitz will build a new modern Eight. I visited Rainer some months ago to discuss the project and it's a full go for next spring. Again a man with a vision. He bought the old SEZ in Berlin the once and now again largest sports and wellness centre in Europe. The place is breathtaking, huge and in downtown Berlin. The spectacle will be complete when he opens a wooden boatyard with an overhead restaurant in the same complex of buildings. His new modern 8-Metre will be the first large project and your Eightm@il will keep you posted on this project as once its underway it will be something special to visit for any of our members.

Wilfried Beeck has put his WINDSBRAUT up for sale. This 1939 A&R boat is a close sister to Germania IV. Another really good boat with lots of potential, very fast lines and room for some great cruising too. He will hang on to his SPAZZO and of course his 12-Metre TRIVIA.



© Juliane Hempel

Also in Berlin, Torsten Dornberger is rebuilding the 1928 Estlander design LEMPO. Again this has been a long time project and the work is, as usual, more than anyone expected. Not sure what the progress is but maybe the Worlds in Norway will be a good target to celebrate her 80th birthday. The Baltic fleet of Germany lost ANGELITA to Spain. The boat was sold and is now based on Palma. She will continue to be part of our events and travel to the upcoming World Cup in Scotland too. Her new sailnumber is ESP-18.

On Lake Constance it is Josef Martin who is planning his next major project. He has opted for a replica of the 1928 Starling Burgess / A&R 8-Metre design. With WYVERN as a full scale and ANITRA as a really big 12-Metre sister in the yard, he has had plenty of time to study the design. Juliane is supporting the project and the keel will go down next year. His SPOSA II is on the market. The 2005 Classic European Champion needs little introduction, superbly maintained and fast and to be recommended to anyone.

Also on Lake Constance, Hans-Georg Klein is refitting his ANNE SOPHIE. This fast and bonnie 1938 Bjarne Aas design is thoroughly prepared for the Neptune Trophy in Scotland. The refit includes new hardware and a new rig. She made her re-entree to the racing fleet in Lindau and then moved to the Mediterranean for the end of year events. Juliane Hempel is designing the new wooden spar and with a top-notch crew, no doubt this will be a very strong contender for the years to come.

- BELGIUM -

In Belgium my dear old ILDERIM is back in the yard for a few new planks. ILDERIM really makes miles and every season she cruises from race to race. She is the only eight in Belgium and holds a special place in my heart as she introduced me to 8-Metre sailing and I covered probably some 5000 miles on board her. Best memory; the Oostende to Ramsgate race in 1996, a strong Easterly allowed us to fly the kite and as it developed to a gale no-one dared to go forward to take the darn thing down. Semi submerged we flew all the way across the channel setting a record time in our class, covering the 58 miles across in 6.5 hours. Eventually the gods "helped" out as a ground sea in front of Ramsgate slowed the boat down in the middle of a gust and the spinnaker guy block exploded, leaving no other choice for the crew then to swim forward and get the shute down. Not to be repeated and the next day we opted to take the ferry home and give the old girl the chance to take a breath. ILDERIM is planning to sail down



8mR CONEWAGO (© IEMA)

to the Meditaranian next summer and will take part in the Regates Royales and the Centennial Celebrations held there with the other Metre boat classes.

- HOLLAND -

In Holland it is the 1930 Olin Stephens designed CONEWAGO that makes the hearts beat faster. Raymond Dols bought her from Toronto with an aim to bring her back the way she was. Her hull planking was pretty sound but she was very far



8mR ILDERIM (today BEL-16)



8mR CONEWAGO - Raymond Dols & Fred Meyer (© IEMA)

from original. Britton Chance had designed a new keel and cut the transom and moved the mast way aft. Raymond has taken on the undo project. The keel is recast to the original design, the fibreglass



**8mR HOLLANDIA**

transom cut away and replaced by a new transom to the original design, the deck, deck beams and cabintop are all replaced, new hardware, new spars, new everything but new to the way she was. She won the Canada's Cup in 1932 and again in 1934 and if Raymond can bring her back to the old trim and sail her the way the teams did then she will be a really great boat again. Below are some pictures of the boat when Fred and I visited in last November.

VARG (Johan Anker 1927) is skipping Scotland but aiming for Norway. She is currently at Ventis in Enkhuizen for winter maintenance. HOLLANDIA II is getting ready for Scotland with some modifications not to be revealed at this time. After hibernating for a few years, the old HOLLANDIA (de Vries Lensch 1927) will be restored to her original glory. For us Dutch she is a really important boat, winner of the 1927 Coppa d'Italia and silver at the 1928 Olympics. The job will take 2-3 years and I'll keep you posted on the progress.

There are also talks of a new modern to be built for a Dutch account. It is not yet cast in stone but developing in the right direction. Once more news is available I will let you know.

## - GREAT BRITAIN -

As Scotland is gearing up for the return of the Eights things are moving in the UK fleet too. Ross Ryan is rebuilding the lovely 1910 Fife THE TRUANT in Crinan. She needs major work and the pressure is on too. Part of her planking, most of her frames, a new deck and a new rig. Guess we all know what that means. With the Worlds at their doorstep there is no saying can't do, she's gotta be there and will be joined by a number of first rule boats from Germany including another 1910 Fife, the SILHOUETTE. Fred and I drove up to see the boat and were completely taken, not just by the boat but indeed by Crinan. What a magic place and what a great place for our boats to race. A good number of people have indicated that they want to go cruise in company after the worlds and with Crinan the first port has been decided. More about this project later on in this Eightm@il.



**8mR HELEN**

From the Med back to the UK went HELEN. This 1936 Glen Coats design was bought by Brian Pope who sold her on and is now rebuilding her on behalf of his client. Brian also has HISPANIA VI listed. Huw Johnson is working round the clock to get his 1914 Fife IERNE ready. Another major project, frames, planking, deck, rig... She will be rigged Marconi, exactly like she was when she won gold at the 1920 Olympics. Huw is committed to the job

and has high hopes for a winner.

Then AMOREVITA was sold to Jonathan Cork. This 1939 Tore Holm design was originally named ILDERIM and carried sailnumber S-16, just like the 1936 ILDERIM. Both boats won the Coppa d'Italia. Avoiding two boats often sailing in the same waters having the same name and sailnumber Jonathan opted to re-name her. ILDERIM stands for thunderbolt in Turkish and AMOREVITA will be re-named to ATHENA which is the mother of thunderbolt. She will make her way to Scotland for the Worlds.

Another boat built for Marcus Wallenberg is SAFIR, this 1930 Estlander design has spent over 70 years in Sweden but has been sold to England was flying the British flag in the Mediterranean this summer. With Wilfried Tolhurst at the tiller she was very quick and performed very well indeed.

LAFAYETTE is getting ready to defend the honours of the Northern, she had her visit to the beauty farm last summer so I think that the crew can relax this winter.



New 8mR GANYMEDE (© IEMA)

Peter Wilson is really moving ahead with his GANYMEDE. This modern Juliane Hempel design will be fitted with an Ian Howlett wing keel of the design that has dominated the past three World Championships. The new design is very different from Spazzo, she has a slightly more V-shaped forward section and a very sleek and clean exit. Compared to FLEUR DE LYS and HOLLANDIA she has slightly more flair at the bow which will make her less of a submarine, considering the conditions that Peter sails his boats in that seems a wise call. GANYMEDE will have a Z-Spar rig, which is slightly stiffer than the old Proctor section, which is now produced by Hall Spars. The launch is planned for early spring and she will move up North to Scotland to tune against LAFAYETTE and HOLLANDIA. Fred and I paid a visit last November and the boat is looking really great. Peter is building her single-handedly, he promised the boat would have a bar too, light weight housing, gin when cruising, champagne to celebrate victory. GANYMEDE will have the patented Wilson Red topsides. Below are some pictures of her current state.

## - FINLAND -

During the ISAF Conference the Finnish fleet headed by their president Julia Ormio and custodian of LARA (Sherman Hoyt, 1929), hosted a wonderful dinner. Lots of boat talk, what else. Jyrki Halonen's light-air flyer WINDY (Carl Holmström, 1927) will make her way to Scotland and a good number will head south to Tallinn for a metre boat centennial hosted by the Tallinn Kalev Yacht Club. For more information on this event check the Finnish 8-Metre site at: [www.8mr.fi](http://www.8mr.fi)

This season the fleet in Finland is now 10 boats strong and includes TAMARA VIII (Johan Anker 1927) and KATRINA (Gösta Kyntzell, 1939) whom were both bought from Sweden. The rumour has it that KATRINA was to sail in the 1940 Olympics of Helsinki against all the latest boats of other great designers. Sadly, the war interfered, but who knows, all these boats, including Germany's GERMANIA IV, ANTHENA (ex Ilderim 1939) and Japan's new AUN (Johan Anker 1940/2005) could meet 2008 in Oslo!



8mR KATRINA (© IEMA)

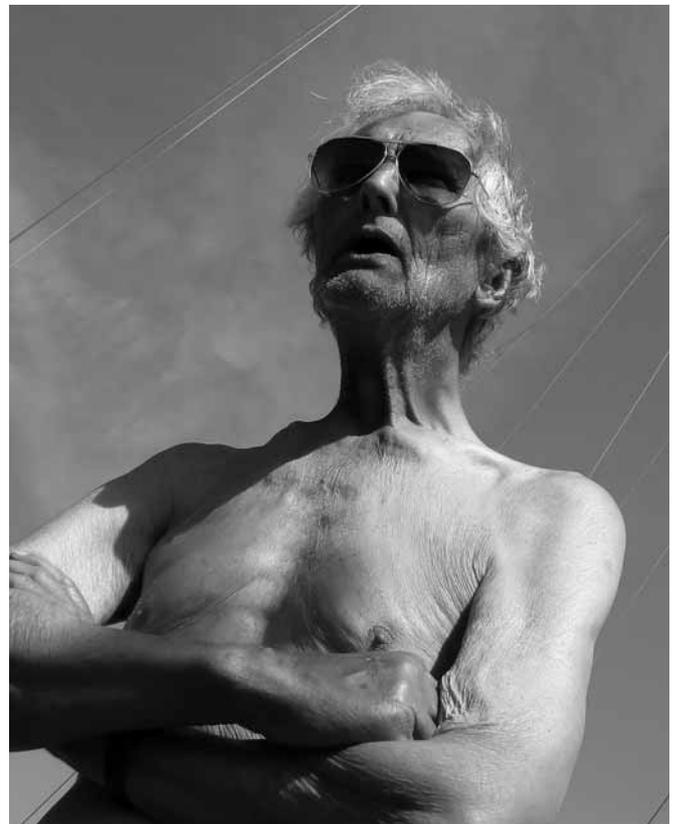
On the racecourses Timo Saalasti's SAGITTA (Charles Nicholson 1929) won both the Finnish Open Championship, with the Swedes participating and 8mR ranking and was the boat to beat. SILJA (Johan Anker 1930) did so in their very only race of 2006. Whenever Nathalie Ahlström brings SILJA to the races, they just *veni, vidi, vici*. Silja's crew is always a rock star concert with pros like AC sailor Terry Nielsen steering the boat. SILJA is to take part in the 2008 Worlds and is sure to give a hard time to any other Sira-boat aiming to the podium.

## - SWEDEN -

The fleet in Sweden has not been too active in their own waters, but traditionally they sailed over to Finland to have some fun there. Karl-Helge Lofgren was there again, he bought his ALLEGRO (Tore

Holm, 1939) in 1961 and has sailed across to Finland every year. 2006 was his 45th trip but I believe only his 5th or so with crew as he likes the long hauls single-handed. Sailing meant and means sailing to Karl-Helge and that did not include engines. I believe that around his 80th birthday his son Peter put an engine in the boat, and according to the grapevine in secrecy, just as a safety thing, not sure if Karl-Helge ever uses it. Karl-Helge is the true anchor of the Scandinavian fleets, never missed an event, rounds up his crew in the pub and trains them on the fly. I don't think there is anyone in Scandinavia who has introduced more young sailors to 8-Metres than Karl Helge. Last season the report was that the now 84 years young Karl Helge was top of the class in Sweden.

More news from Sweden is coming from Douglas Reincke. Douglas bought ISABEL (Gustav Estlander, 1928) and has been elected a president of the Swedish 8-Metre Association. He is showing a great interest in the class and being very pro-active and that's thoroughly good news for Sweden.



Top of the class in Sweden: Karl-Helge Lofgren (© IEMA)



Heaven for five - Cruising in the archipelago (© IEMA)

## - RUSSIA -

In Russia another new classic 8-Metre is under construction to a 1945 Tore Holm design. She will be a sister to Lars Widen's BIRGIT. Timo Saalasti is supporting the project and Mr. Alexey Rusetsky is thoroughly enjoying the project and I believe that ASTRA will be ready for launch next season and make her presence at the Centennial event in Tallinn. You can visit his website at: [www.8mr.spb.ru](http://www.8mr.spb.ru)

You will need to practice your Russian for the text but the images are great and self-explanatory.

## - DENMARK -

When Asger Hachman sold his PEGGY he soon after bought ZENTA, a pretty 1909 Max Oetz design. He has approached a restoration program to bring her back the way she was. Not sure on the progress but as news comes in I'll keep you posted. ANITRA has enjoyed her first full season after restoration and is extensively cruised. Word has been out for a while that Walstead will be building a replica of a

Anker or Bjarne Aas design for a Greenland account. I believe the boat will be stationed in Denmark but the idea of having an IEMA member in Greenland I thought was certainly worth mentioning.

## - NORWAY -

Last but not least we arrive in Norway. After some 25 years of absence, Norway is back on the World Cup calendar. Boats are getting ready and things are starting to move again. Svein Olav Moe is rebuilding PLEIDES OF RHU (Anker 1927) and His Majesty King Harald is preparing his SIRA (Anker 1938) for racing too. At the Helsinki Conference I had the pleasure of meeting Commodore Ragnar Klevaes and it was clear that KNS is highly motivated to host the 8-Metre World Cup in 2008. Early spring I am hoping to fly over to meet owners and the KNS organising Committee. 2008 will be special in many ways, not in the last place because it will be the 25 year anniversary of the Sira Cup and indeed the return of SIRA to the racing fleet.



A Century in line (© James R. Taylor / sealens)

### THE PROGRAMME AND DATES FOR THE 2007 SEASON

The calendar for next year is a busy one with many great events coming up. The most important are listed here:

16 - 24 July	<b>8-Metre World Cup Chopard- Scotland</b> <b>Centennial 8-Metre World Championships hosted by the</b> <b>Royal Northern &amp; Clyde Yacht Club</b>
23 - 28 July	Crinan Classic & 8-Metre Scotland Cruise
26 - 28 July	Tallinn Metre 100th Anniversary Regatta 2007
25 - 29 September	12-Metre Worlds, Yacht Club de Cannes - Cannes, France
30 September	Feeder race from Cannes to St. Tropez
2 - 7 October	The Voiles de St. Tropez, France

### THE 12-METRES

The Twelves have seen their first new launch since 1987. It's Philip Walwyn who is writing a new page in the book of the International Twelve Metre Class. On the tiny Caribbean Island of St. Kitts he has built a replica of a 1909 Alfred Mylne designed 12-Metre. This stunningly beautiful first rule and gaff rigged yacht has been launched on December 10th and will make her debut in the racing circuit at next years Antigua Classic Week. From there on the plan is to sail her across the Atlantic in time for the 12-metre events in Valencia and Cannes. Have a look at the website: [www.1906-twelvemetre.com](http://www.1906-twelvemetre.com)

Kathie will be available for charter next season, so anyone interested should contact Philip and anyway, if you want to see something really special then just visit his site and enjoy the images of this fantastic project.

On my way to Alaska I made a stopover in Boston and went to see Jan Slee, the class registrar of ITMA and the man behind their incredible website. Jan has been putting in a huge effort to build what is unquestionably the best website for any International Rule Class. It holds a wealth of information on the class, the boats, history, events and results. Check out their new site at [www.12mrclass.com](http://www.12mrclass.com)

## THE MACKINAC CENTENNIAL 8 METRE TROPHY

Initiated by Ron Palm, the Royal Canadian Yacht Club has donated a new trophy to our class for the older, unmodified modern boats. Since Fleur de Lys and Hollandia were launched and Lafayette, Yquem, Sarissa and Aluette had new keels and/or underwater modifications, these boats have been outclassing the vintage moderns such as Gitana Sixty, Dora, Gefion and others. Recognising that this potentially threatens the participation of these boats at the World Cup, The Royal Canadian Yacht Club has graciously donated The Mackinac Centennial 8 Metre Trophy. This prestigious trophy dates back to 1872 and will surely encourage the somewhat matured modern boats to stay in top shape for the World Cup. .

### The boats that currently qualify are:

Name	Design	Year	Current home port
Iroquois	S&S	1967	Sweden
Golden Feather	Peter Norlin	1984	USA
Octavia	Bruce Kirby	1983	USA
The Natural	Ed Dubois	1990	USA
Mystery	Pelle Peterson	1984	Canada
Gitana Sixty	Jacques Fouroux	1986	Switzerland
Gefion	Ed Dubois	1988	Switzerland
Dora	Jacques Fauroux	1986	France
Gaulois	Jacques Fauroux	1984	France



Scotland - Sunrise over Rothesay harbour (© Nic Compton / sealens)

### IMPRINT

Eightm@il – The irregular newsletter of the International Eight Metre Association

Responsible: Fred Meyer - President IEMA  
John Lammerts van Bueren - Executive Secretary IEMA

Editor: John Lammerts v. Bueren, Jennifer Mitchele, Chris Mitchele  
Layout: Stefan Ottjes  
Design: Lorenz Dietrich

Photos & Text is copyrighted by IEMA (2007)



## THE SUMMERY OF IT ALL IS PRETTY EXITING:

New modern 8-Metre designs confirmed:	5
New Classic replica's confirmed:	4
Classic 8-Metre restorations in progress:	26

Undoubtedly I have missed projects and subjects I should have written about, and if I did then please don't hesitate to send me the information so I can include it in future newsletters. Your subscription to this newsletter has always and will remain free of charge, all I am asking of you is to keep me informed of your contact details.

We are working on a new 8-Metre register and yearbook. In the coming weeks we will contact the owners to verify contact details and addresses. This is a huge undertaking and I hope that you will help us with this job by replying without to much hesitation. Only then will we get the job done in time to hand you the new and long overdue 8-Metre Register in the New Year.

Leaves me to wish you all a happy and above all healthy 2007.

I look forward to greeting you on the water or ashore in the Centennial year of our class.

Best regards,  
John Lammerts van Bueren