

CLASSIC SIX METRE NEWSLETTER

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Founded in 1993 by Tim Street

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Vital Statistics

2007 estimates

Sixes built since 1907 (extrapolation from universal register in process of compilation)	1450
Moderns (almost certain)	-100
Recent classic reproductions (certain)	<u>-2</u>
Classic Sixes built	1348
Disappeared in one way or another	<u>-1039</u>
Classics thought to exist today (see register following)	309
Whereabouts unknown	-7
Out of the water	-17
Undergoing restoration	-25
Sailing / racing (Tim Street)	<u>-282</u>
Error in the estimates	-22

In's and Out's

I. Lost & Found

A. Lost

FRA 59 Namoussa

Her owner, Jean-Philippe Guillemot, who worked at Le Havre and was in the process of restoring her at Auray, has gone missing. All leads as to her whereabouts will be welcomed.

B. Found

K 35 Kyla: see article on the Société des Régates du Havre following.

M 1 Ungarn & M 2 Talisman: see article in the next issue of the ISMA Bulletin

II. Restorations

A. Started

US 56 Jill: winner of the Seawanhaka Trophy in Scotland in 1932. Recognised as one of Olin Stephens' best designs.

US 83 Llanoria: see Feature Photo following

B. Now sailing

Z 16 Azais: a further addition to the growing Dutch fleet

FIN 2 Caresse : an addition to the German fleet

GBR 15 Duet: an addition to the British fleet

US 81 Goose: see Pacific Coast news following

N 22 Oslo II: see Pacific Coast news following

In's and Out's (cont.)

III. Sales

A. Newly for sale

I 64 Ciocca II, GBR 30 Selma, K 17 Sioma II, GBR 66 St Kitts III & K 22 Titia : see <http://www.metreyacht.com/sales/six-metres.htm>

E 22 Colibri: see listing following

H 20 Goodwood (not quite a classic)

SWE 49 Gulldisken: see listing following

FIN 38 Mariana: see listing following

FIN 44 Toy will be for sale after Cowes

B. Recently purchased

I 58 Bau Bau

Bau Bau was the 2004/2005 Rescue Opportunity of the Year. The brothers Filippo and Giuseppe La Scala, along with Luigi Cerletti, responded to the call. She has been restored and is now sailing on Lake Como in Italy.

DEN 63 Noreg III

Purchased from Denmark by Marc and Norbert Heijke who also own H 20 Goodwood (see above). An addition to the growing Dutch fleet

N 88 Zephyr

Purchased from Norway by Cornelies de Ruyter. A further addition to the growing Dutch fleet

IV. Name Changes

US 88 Blodokse, ex. Vita Nuova, ex. Freudian Sloop, ex. Big Apple, ex. N 75 Rox: see North American Pacific Coast news following.

US 69 Bo-Ve, ex-Beauvais, ex. N 77 Ilni, Else Marie : see Port Huron article following

US 64 Tao, ex-Erne: see North American Pacific Coast news following.

Message from Tim Street, Founding Editor of the Classic Six Metre Newsletter

Although there was some interest after the introduction of a “Classic” prize in the 1988 European Championships at Falmouth and several restored “classics” took part in the 1992 British-French regatta at Bénodet, it was not until 1993, now nearly thirteen years ago, that I started producing a short annual Classic Newsletter, initially for the information of the British Classic Six-Metre owners.

As a result of this circulation of information, owners started to take a much greater interest and this led to a major upgrading of British boats. However it was not until some years later that I was asked by Matt Cockburn of Seattle, President of the Puget Sound fleet, if he could see the Newsletter and then publish it on the North American International Six-Metre website.

Message from Tim Street (cont.)

After publication, interest in the locating and restoration of old Six-Metres expanded fantastically and world-wide many owners and new owners started taking a much greater interest in their old boats and in the tracking down and the restoration of other “classics”. From a basis of perhaps some 80 – 90 active ‘old boats’ in racing condition in around 1985, mostly based in Switzerland, Finland, Sweden, Long Island Sound and Seattle, there are now some 282 “Classics” in fair racing condition around the world, with about another eight boats known to be undergoing major rebuilds, including Yeoman II in Australia. Indeed, with the restoration of Bau-Bau in Italy, there are few known “hulks” awaiting rescue, although there are probably a number still undiscovered.

As some of you may know, earlier this year I was elected to be President of ISMA, providing me with other duties and I had been considering for some time that, as I had been in the Editorial chair for a long time, it was high time that someone new and younger took over. Therefore I am delighted to hand the editorship over to Basil Carmody and Fredrich Dahlman. Basil is not only the restorer of Joanna, but also the person who has been working for long hours over the last two years, compiling the master Register of Sixes. Fredrich has long been the Swedish correspondent for the Newsletter and is also a renowned international helmsman. I am sure that they will take a firm grip of the Editorial helm for the future and I pass on to them my very best wishes for an even more successful period as Editors

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Message from Henrik Andersin, Chairman of the ISMA Classic Committee

The Classic Newsletter has new editors, Basil Carmody and Fredrich Dahlman. We are very grateful for the valuable work that Tim Street started many years ago when the first Newsletter arrived. I have great confidence that Basil’s and Fredrich’s work will build on that solid base of knowledge that Tim brought to the general public by documenting past and present in this form. Tim became the President of ISMA in the summer of 2006 and now overlooks the whole Six Metre Association and its development.

As Chairman of the Classic Committee, I welcome the new Australian and Dutch Associations. Some Sixes have been found in Hungary and the search is on for yachts rumoured to still be around in other places of the world. About 17 or 18 yachts are under restoration throughout the world.

The Metre Rule is 100 years old this year and time has shown how successful this measurement formula is. There have certainly been a lot of changes since its inception; Naval Architect Peter Norlin of Sweden told me that the only thing left from the 1907 rule was the number 6! It has lived through some turbulent times and it is amazing that we still are racing with these classics. In my opinion it is not only the yachts but also the people in the class, the beauty of the fleet and the passionate ownership and caring of the old hulls that keeps the interest at such a high level.

In ISMA’s organized events we now start as one fleet in the Classic section for three different prices; the main prize is open for all yachts that qualify; the Baum & König Trophy is for the best of the Vintage specification yachts, and the August Ringvold Memorial Trophy for the best pre-1933 yacht.

I can see the next trend is going to be the restoring to original specifications. We have a number of boats that opted to have a new wooden rig and spars manufactured and they seem to be not only beautiful to look at but also competitive in races. A search is on for original hardware (don’t throw it away) and some manufacturers show an interest to start building copies of old winches and blocks.

Message from Henrik Andersin (cont.)

Another trend is the restoring of Second Rule yachts as the world runs out of Third Rule hulls to be restored. To my knowledge there are two of these yachts now being rebuilt to very original specifications, one in Canada (Merenneito I) and one in Finland (Ian).

2007 brought us the second new-build classic yacht. It is the wooden-masted FIN-49 “Sara af Hangö”, built on the 1949 Gösta Kynzell “Violet” design. Beware of that yacht in Cowes!

In Americas Cup races we see a discussion starting about limitation of sail cloth use. If it is too expensive in that class, maybe classic Sixes should take a look at the possibility of having some limitation on the materials as well?

As it was time to renew my Kevlar Sails (they lasted 3-4 years of abusive use) on the FIN-51 Maybe VI, I opted for classic white, horizontal-cut Dacron sails. This first season was promising and I think the money saved was substantial. I know they might not last for as long as some modern material, but I would rather have new sails more often instead. And the looks!

The only time I felt non-competitive was when the wind died out and only those that had spinnaker-weight Genoas of Cuben fibre moved in the fleet.

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We Need Your News and Ideas

For the Classic Six Metre Newsletter to be a newsletter it needs news – and the news can only come from you the readers, enthusiasts of classic Sixes.

All types of news are welcome, including interesting photos. Just send a brief message to us and together we'll prepare your news item.

Examples of news types are:

- what you did with your Six last year,
- boats lost and found,
- restorations started and ended,
- boats for sale,
- boats recently purchased,
- name changes,
- feature articles on the history of a given boat,
- classic boat regattas in which Sixes participated,
- any information dealing with the history of the class.

We also would like to have your ideas for articles – better yet, articles with photos that you may have already written.

FEATURES

The Four Metre International Rule class in Sweden

The Swedish 4 Metre Class was established in 1942 at the initiative of Sten Scholander, head of club activities and long-time board member of the KSSS.

His plan was to create a construction class yacht that was primarily based on the 3rd version of the International Rule of 1907, but would be cheap enough to be built by many.

In the Swedish Four Metre Class Rule, all items that would unnecessarily add to the expense of the yacht were forbidden:

- lead in the keel
- winches,
- double standing rigging,
- double forestays,

but the scantlings were as robust as those of the International Rule. The result was that you could build a Four for 5000 SEK, while you needed triple that amount to build a Five.

In 1942, six boats were built, among which:

- 4/1 and 4/2, designed by Knud Reimers
- 4/3, by Arvid Laurin
- 4/5 and 4/7, by Roy Scherman.

The six Fours raced in regattas in 1943 and 1944, with photographs of them in the 1943 KSSS yearbook. The class did not expand geographically, the boats being viewed as small and slow. Interest in them waned and soon ended.

After the War, when the decision was being made to replace Sixes by a smaller boat for the Olympics, Fours were among the classes considered, but - as we know – 5.5's were finally chosen.

In the late 1940's, nine more Fours were built (sail numbers 9 -17), but with a greater variation in design, some by Tore Holm having wing keels.

In 1976, the Shipwright School in Storebro, Sweden built two new Fours (18 & 19), based on a modification of hull no. 1.

Of the 19 boats built,

- two (nos. 5 & 16) are known to have disappeared or to have been destroyed,
- three (nos. 3, 9 & 15) are warehoused in anticipation of full renovation,
- the whereabouts of three others (nos. 10, 11 & 14) are unknown,
- two (nos. 4 & 6) are believed to have been exported to Switzerland immediately after construction. They sail on Lake Geneva, along with no. 18.
- no. 2 is confirmed to be in France where it sails on a lake (see photo below),

and only seven yachts remain ready-to-sail in Sweden today.



During the last decade, we have participated in the Riddarfjärd regatta, with a starting field of only one or two boats - and some years, none.

The class was resurrected in 1974 by Janne Söderlind, owner of 4/13. I have been chairman of the very informal association since 1978. I am offering a reward, true to the class's name, of 4 SEK to anyone providing information on previously unknown Fours!

The original (Swedish) version of this article was written by Börje Drakenberg and published by Six Metre owner, Douglas Reincke, on the Web site of the Swedish Eight Metre Association <www.8mr.se>. Henrik Andersin discovered the article for this newsletter and kindly translated it into English. Patrick Archambeaud<www.voilesclassiques.com> provided the photos. We thank them all for the permission to reprint.

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Fissa, the one that got away

(Cassis, just east of Marseilles) At the beginning there were but a few meagre clues:

- a mainsail with a **6** and an **I 42** on it.
- a French registration issued at Oran (Algeria) in 1959 with the laconic mention "Yacht FISSA¹ ...built at Varazze (Italy) ... rating 3.90 T. ... owner Mr Cassanas.

No build date. The seller mentioned 1938, but wasn't sure.

Several years after the purchase, I finally tracked down the next-to-last owner, a Mr Arrigi from Sète, a port halfway toward the Spanish border. Delighted to hear of his old boat, he had a long story to tell.

Mr Cassanas, the name on the registration form, was a "pied noir" (a French citizen who lived in Algeria before its independence). Like many of his fellow colonists, he left Algeria in 1962, but on Fissa under incredible conditions.

Shortly after independence, when the French were leaving *en masse*, he received a curt notification that his Six had been expropriated by the new Algerian state in favour of a so-called Association of Muslim Sea Scouts. Rather than protest, he began working up his scheme. A few days later, with his bags, a few weapons and especially a barrel of used motor oil to blacken the white hull, he cast off in the middle of the night and managed to escape without being seen. First to Spain, then France and finally Sète which became Fissa's home port.

¹ In Arabic, Fissa means "fast".

Fissa, the one that got away (cont.)

Mr Arrigi purchased Fissa with his brother shortly after her arrival. She was in poor condition, so they installed new stainless steel floors which have been one of the keys to her survival.

Thirteen years later, I purchased Fissa with my brother, François. On a business trip, I made a detour through Varazze, the “Build town” of the registration certificate. It’s just west of Genoa. There was but one boatyard, the Cantieri Navali Baglietto, but so big that it took up half the sea front. A few 5,50’s were under repair and lots of horrible big white plastic cabin cruisers filled the launch area. Not to my surprise, for we’re on the Mediterranean, when I asked about Fissa, all lips were sealed.

Almost 25 years after the purchase, I took my first hesitant steps on the Web and discovered some 6mr sites. Americans, Swedes, Finns and French were all there. One could sense their passion and commitment, finding discarded wrecks and transforming them into varnished jewels, as beautiful as grand pianos. Unfortunately, there was no Italian site.

Far away on the Pacific coast, a certain Matt Cockburn answered my e-mails, saying – to my great surprise - that his records showed an I 42 built by Baglietto, but nothing else.

Then from Italy, another contact, Luigi Lang, secretary of the Associazione Italiana delle Vele d’Epoca (AIVE), did a considerable amount of research on my behalf and found traces of a boat which might be Fissa, providing me with her launch year (1927), first name (Mati) and the name of her first owner, Gin Rolla Rossazza. With that, things began to get interesting.

Recounting this to Matt Cockburn, I learned that Luigi Lang is the world’s leading expert on Twelves, having written several books about them.

Luigi Lang next found some plans that he thought might be Mati/Fissa’s and sent me copies. Curiously, they included two copies of a profile plan which couldn’t have been more different. One was in pristine condition, stamped “Bureau Veritas”, the other was dog-eared, scotch-taped and covered with scrawled notes, manifestly the construction plans. A few measurements later and we were able to ascertain that Fissa was in fact Mati – and I quickly e-mailed Luigi Lang.

Several months passed and in April 2003, a surprise arrived in the mail, a copy of a book published by the AIVE on the history of the Baglietto yard, along with a charming letter from Luigi Lang.

On reading it, I learned that Baglietto must have built ¾ of the Italian metric yachts and there on pages 48 & 49 was Mati, with her sail plan and a wealth of other technical and historical information.

To my astoundment, I discovered that Mati was the first Italian Six to have raced for a trophy called the Scandinavian Gold Cup², which had been in competition since 1922. She participated in the September 1927 edition organised by the Seawanhaka Corinthian Yacht Club of Oyster Bay, New York, on the north coast of Long Island across from Stamford, Connecticut.

I quickly found the Web site of the Seawanhaka and learned that it had been the Mecca for American Sixes. (The Twelves preferred Newport, finding it more chic.)

² A Six Metre trophy donated by the Nylandska Jaktklubben of Helsinki.

Fissa, the one that got away (cont.)

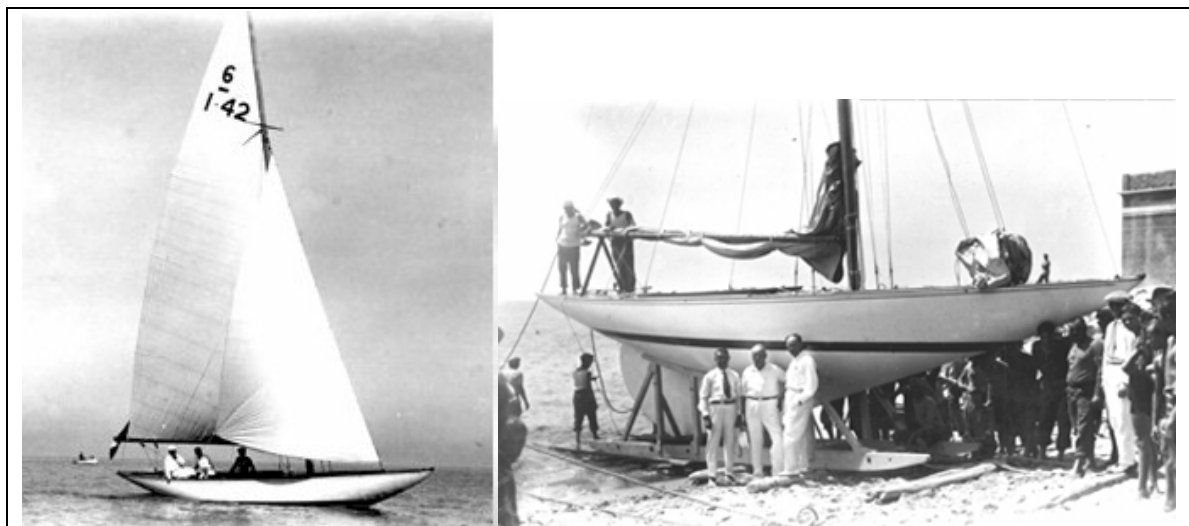
And then what did I see, “The parachute spinnaker was perfected by Seawanhaka members in this (6mr) competition; the genoa jib was first introduced in America by an *Italian challenger* for the Scandinavian Gold Cup, emblematic of Class supremacy.”

Since 1927 was the only pre-war year that the U.S. hosted Gold Cup, that Italian challenger had to be Mati, alias Fissa. And how lucky the Americans to be finally delivered from their ignorance and attachment to non-overlapping jibs by the saving light shed by a boat hailing from the Old Continent.

The introduction of the Genoa jib was unfortunately Mati’s only claim to fame during its U.S. sojourn. Although expertly skippered by the Marquis Giovanni Leone Reggio, who went on to win the gold medal for Eights at the 1936 Olympics, Mati finished near the rear of the back (there were only 8 boats), but not last, so her honour remained intact. The winner was Sven Salèn’s May Be, the first of an impressive series of 14 Swedish boats, many of which are still racing.³

Buoyed by these new facts, I set out to track down the Rolla Rossazza family to find out more. A castle in the Italian Piedmont, with large rice plantations, bears their name. Out went another e-mail and a charming old lady, a cousin of Gin Rolla-Rossazza who had died two years after Mati’s launching, replied to put me in touch with his grandson, Giorgio Pellerano.

This was followed by a joyous outpouring of period photos and articles, recounting his grandfather’s selection by the Regio Yacht Club Italiano (RCYI) to represent Italy for the Gold Cup. Having been selected, it became a question of patriotic duty for him and he must have spent a small fortune on the venture –commission of a new Six, tuning her in Italy, round trip passage on the steamship Roma, care and feeding of her crew in the U.S. for more than a month, ... Three years later, upon his death, the family sold Mati and lost all trace of her.



One rumour had her in Switzerland on Lac Léman, another in the south of Italy at Bari. The Baglietto archives revealed that the purchaser had installed her “cuddy” cabin.

³ A competing account from Clinton Crane suggests that Sven Salèn, then Swedish Consul at Genoa, learned of the overlapping jib there and used one on May Be. A compromise could be that both boats had Genoa’s and that Mati was the first to arrived in Oyster Bay.

Fissa, the one that got away (cont.)

What happened between 1930 and 19560? Difficult to say. Since the mainsail I inherited with its 6 and I 42 was in Dacron, one might guess that she stayed in Italy during these 30 years.

We'll probably never be able to fill in this parenthesis, but the little we do know certainly makes for a good story, doesn't it?

When not racing Fissa at the Club Nautique du Port Miou, Jacques' brother, François, continues a 600-year Dumon family tradition of making Cassis' renown rosé wine at their vineyard, the Clos Albizzi.

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RESTORATION

Reinforcing a Six Metre hull: the implications

One of the principal objections I raise whenever secondary reinforcement of an old hull is suggested is to do with the long term impact. This generation of Metre boat sailors has inherited a wonderful legacy of traditional boats, by which I mean carvel planked wooden boats. The drive to reinforce them to keep them competitive is perfectly understandable, and many have successfully done this. But what legacy are we handing on?

It seems to me that the viability of a traditional hull for restoration (and therefore survival) is largely due to the fact that the hull consists of a series of more-or-less separate structural elements. That is unfortunately relatively inefficient for resisting and transmitting loads compared to a monocoque, which is obtainable by using composite or metal materials or mimicked in cold-moulded hulls. There is an analogy in race cars, where separate chassis assemblies gave way to monocoques as soon as the materials were available.

Reinforcement of traditional yacht hulls, whether by timber laminates or GRP sheathing, is an attempt to improve that inherent inefficiency, so the hull can resist the loads in a more homogeneous fashion. Even putting aside the question of the engineering efficiency of such an approach, (which is usually very low), it strikes at the very reason why these often beautiful hulls survive. If you have to, say, replace a plank or frame or other structural element of a traditional carvel hull, it is possible to do so, usually at reasonable cost. But if those same elements are then encased in a secondary, bonded laminate, the costs of repair will tend to be higher; even glued-in splines can make life for the boat-builder much harder. Say, for example, you were unfortunate enough to sustain an impact which punched a fair size hole through the hull. On a traditional hull, the repairs might include a new plank or two, or scarphed sections of planks; perhaps a new frame or sistered timber. Now imagine the same hull but with an external skin of three layers of mahogany, all at different orientations, all glued to each other and the original planks; to effect a proper repair is going to be more expensive. Within the classic yacht scene, this difficulty is already apparent in the value of the first generation of cold-moulded hulls, which are very cheap to buy but rarely restored due to the costs involved.

For an in-commission 6 Metre, properly insured, the repairs might well go ahead regardless. But the popularity of 6s has waxed and waned over the years, and I am fearful that the wholesale adoption of secondary reinforcement might leave an impoverished legacy. An externally reinforced yacht is in the long term probably less attractive to someone looking for a cheap boat to restore and sail, and that may be an issue worth considering.

Reinforcing a Six Metre hull: the implications (cont.)

The second reason for concern is that this approach, as mentioned above, is usually pretty inefficient. The original hull structure will probably have been able to resist the loads of at least the original rig for some time; International Rule boats are renowned for being somewhat overbuilt. Assuming the reinforcement is all secondary to the original structure and added externally, it inevitably adds weight, as well as increasing the volume of the hull; and usually only a small proportion of that additional material is doing useful work.

Anyone involved in older wooden yachts will have seen numerous instances of “reinforcing” or “strengthening” work. This is often poorly targeted and misconceived, showing a poor understanding of the loads involved and whether they act locally or globally. They are also very often “sticking plaster” solutions to more fundamental problems which require structural work on the hull.

Much of what goes on in many wooden boat classes could be described as cultural vandalism. That these often delightful yachts survive is often due to benign ownership with little or no inclination to meddle, “improve” or significantly alter the structure. As the first generation with the materials to fundamentally change the basis of wooden boat structures, I feel we should be thinking more carefully about these issues.

Having said that, I can’t see that any sort of legislative attempt to prevent this sort of work would be either practical or desirable. Rather, I would prefer to encourage an environment in which a traditional 6 Metre has a traditional rig, and the value of that is recognised. That requires careful handling and thought. To allow fleets to incorporate older yachts successfully is a difficult and sensitive issue. The newer designs, well sailed, ought to win more often, otherwise it invalidates the very notion of the rule. At the same time, the 8 Metre class has experimented with a rule to encourage traditional yachts to remain unmolested and still have satisfactory racing. A rating bonus (the 8.07 allowance) for older yachts is worth considering, as is a secondary prize so older yachts rate and race within the whole fleet but are also racing for a “Classic” cup.

My argument is usually that it is usually cheaper and more satisfactory, if you want very high rig tension, to have it in a boat which was designed from the outset to support that. Secondary reinforcement is usually a poor alternative and may, in the long term, have serious side effects.

Theo Rye, a Graduate Member of the Royal Institute of Naval Architects, specialises in restorations, replicas and major refits of classic and traditional sailing yachts, especially those built before 1940. He spent 7 years as house architect for Fairlie Restorations. Since becoming independent, he has worked on projects ranging from a 37 m. cutter of 1893 to a proposed yacht conversion of a 72 m. ship of 1952– with one 6mr restoration tucked in between.

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Wooden lamination: Fissa again

The idea of stiffening Fissa’s hull with wooden laminations occurred to us via an 8mr restoration project which we had visited at Marseilles during the 1980’s. We felt, however, that the 8mr project had gone astray in three respects:

- the use of formo-phenolic glue,
- the use of copper tacks to fasten the wood strips - and then not removing them,
- adding a final skin of fibre glass.

We too considered adding a final skin of fibreglass, but so far (13 years later) we congratulate ourselves on not having done so.

Wooden lamination: Fissa again (cont.)

Our approach was the following:

- 1. Dropping the ballast keel**
- 2. Prolonged drying of the hull**

We recognise that the Mediterranean climate (temperature & humidity level) greatly facilitated our work, especially since Fissa was merely covered with a tarpaulin that we removed when we worked on her. After four months of summer temperatures and strong mistral winds, the hull had dried sufficiently to proceed to the next phase. In colder and/or more humid climates, it is highly recommended to work in a heated enclosure to dry the wood sufficiently for the glue to penetrate and adhere.

- 3. Sanding**

Next, vigorous sanding with a rough sandpaper (n° 60) of all the surfaces, exterior and interior, so as to remove all traces of paint and fillers. We estimate that we removed 1 mm. of wood during this stage. We used an orbital sander with a pivoting head to avoid bumps and hollows.

- 4. Degreasing**

Careful degreasing of all the wood. This step is of primordial importance. If it isn't done thoroughly, the wood fibres will only be partially impregnated by the glue, with serious consequences. The first paints used on wooden boats used polymerising oils which are siccative, i.e. the dried oil tends to absorb moisture. The non-siccativised residues of these paints, which have penetrated deep into the wood, are pollutants for purposes of lamination. Using the classic saponification procedure, we used a 5% solution of caustic soda (sodium hydroxide) to convert the residue esters into soap. This was followed by an abundant fresh water rinsing (which also removed the remaining traces of seawater salt). The hull was again dried for 3 weeks.

- 5. Lamination**

The procedure is the same as that used for cold moulding. We used two plies of 3 mm. thick mahogany strips, placed diagonally (at 90° one to the other). To press the plies against the hull, we used a pneumatic stapler with 12 mm staples.

As mentioned above, the choice of the right glue is essential to the success of the project. We used a mono-component polyurethane. For lamination, it is preferable to urea-formol, formophenolic and epoxy glues. It avoids the problems associated with bi-component glues, time spent mixing and a limited time to utilise. It forms a chemical bond with the cellulose of the hull and the lamination strips. Furthermore, it expands as it hardens (microscopic CO₂ bubbles form) which forces the glue into the all the interstices. Other glues require significantly greater quantities with all the associated problems of running, cleaning and sanding.

- 6. Application and removal of the staples**

Between the staples and the wood strips, we inserted a 2-3 mm. thick band of plastic strapping (the type used to strap cardboard boxes, which is heat sealed). By pulling on the strapping, up to a dozen staples can be easily removed in one pull. The staples must be removed as soon as the glue has hardened. Any staples (or portions of staples) left in the wood will rust and then rot the wood.

Wooden lamination: Fissa again (cont.)

We used staples made of mild steel which sometimes broke at the bend, requiring a delicate removal of the remaining portion with needle-nosed pliers. Subsequently, we learned of the existence of staples made with tempered steel which tend to break less, but which are more difficult to work with.

We estimate that we used 50,000 staples for the two plies of wood.

7. Finishing

We sanded the first ply before applying the second. Polyurethane glue being rather soft, one had to pay careful attention not to dislocate it.

The second ply was sanded with the orbital sander with a medium grain sandpaper (n° 120). This was followed by two passes of first applying a filler adapted to the paint which followed, then waiting a few hours for it to dry and finally sanding (n° 120).

We then applied three coats of oil-based marine paint, the first coat diluted at 20%, with light manual sanding between coats. Two coats of anti-fouling paint were then applied to the underwater portions of the hull.

Results

Thirteen years later, the paint is still holding fine. We've added two more coats to the topsides over the years. Each year, we add another coat of the same type of anti-fouling paint with any noticeable build-up, each coat slowly eroding during the sailing season.

The only flaking which has occurred has been on the lead keel which perhaps should have been plasticized.

There is no visible separation between adjacent strips of wood. The joints don't seem to work, i.e. to move in relation to one another. The hull seems to have maintained its stiffness. No delamination has occurred.

Although it is hard to quantify precisely, there was a weight increase of about 150 kg., but this seems to have been compensated by a decrease in the humidity of the wood and an increase in the underwater volume of the hull of about 80 to 90 litres. Accordingly, the operation seems to have been neutral with respect to Fissa's floating on her marks. She didn't have a rating certificate when we purchased her. We'll have to have her measured for the European Championships at Cannes in June 2008. It will be only then that we'll know her new rating.

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WHERE SIXES RACE

Port Huron: maritime capital of the Great Lakes

Thanks to reports from Tim Street during the past years, readers of the Classic Six Metre Newsletter are familiar with the name of Port Huron as home to an important fleet of Sixes.

The new editors of this newsletter discovered their total ignorance of everything to do with Port Huron when a third party pointed out that the register which follows incorrectly assigns Port Huron to Canada.

With that, the editors decided to learn more about this least known home port of a classic Six fleet.

Port Huron: maritime capital of the Great Lakes (cont.)

First some Great Lakes geography: To go from Chicago to the Atlantic Ocean by water, you start by heading north up Lake Michigan, next east through the Mackinac Straits into Lake Huron and then south to ... **Port Huron**. The US/Canadian border runs north-south down the middle of Lake Huron, so across from Port Huron, Michigan is the Canadian town of Sarnia, Ontario.

From Port Huron, one continues south (downstream) down the Saint-Clair River, through Lake Saint-Clair, past Detroit and into Lake Erie. Buffalo is at the eastern end of Lake Erie. One then heads north, again downstream, with the choice of taking the Welland Canal or shooting Niagara Falls, into Lake Ontario and the Saint-Lawrence Seaway to the Atlantic.



(Copyright Google)

The French explorer Daniel Greysolon Du Luth (1636-1710) built a fort at Port Huron to guard the upper end of this vital waterway joining Lake Erie and Lake Huron. Designed to bar English traders from the upper lakes, the fort in 1687 was the mobilization center for a war party of French and Indians.

The waterway remains as vital as ever. More freighter payload passes through Port Huron than flows through the Suez and Panama Canals combined.



Port Huron: maritime shipping in 1870 and yachting in the first half of the 20th c.

(Copyright City of Port Huron and the Port Huron Yacht Club)

Port Huron: maritime capital of the Great Lakes (cont.)

During the Civil War, Port Huron was one of the points of passage into Canada of the vast Underground Railroad (actually a network of people) which helped fugitive slaves escape to the North and to Canada. According to one estimate, the various routes of the Underground Railroad enabled 100,000 slaves to escape the South between 1810 and 1850.

During the 1960's, the Students for a Democratic Society was the leading left wing organisation in the U.S. militating for an end first to segregation and then to the Vietnam War. In 1962, it held its convention at Port Huron and drafted the "Port Huron Statement", perhaps the most carefully crafted declaration of the ideals and goals underlying what became a veritable upheaval of American society.

The Port Huron Yacht Club (PHYC) was founded at the beginning of the 20th c. It has a large sailing fleet and an active racing schedule, with a "classics" section comprised of Sixes and 30m²'s.

Before WWII, the Sarnia Yacht Club hosted several (unspecified) meter yachts. The PHYC's Six metre fleet began in 1948 with Ed Beebe's purchase of US 90 Irene.

In 1954, the PHYC moved several miles downstream to its current site on the Black River. In the best "do it yourself" tradition of the club, the members did all the moving, including that of the club's piano. "It was loaded cross-wise on the bow of the 6 Meter 'Irene', motored down the St. Clair River, then up the Black River, and there unloaded. To any who may disbelieve this story, the piano in the clubhouse at this time is the very same one that made the voyage aboard 'Irene'."



Two Sixes from the Port Huron fleet: US 69 Bo-Ve and US 94 Ondine.

(Copyright Port Huron Yacht Club)

The geographically ill-informed register which follows shows six classic Sixes at Port Huron, including Irene and the two pictured above.

MISCELLANY

Kyla & the Conservatoire Maritime du Havre

The former owners of K 35 Kyla (ex-Blue Monday), with which the UF6mJI had lost contact 15 years ago, have donated her to the Conservatoire Maritime du Havre, which has renewed contact and restored her original name.

The Conservatoire conducts a reinsertion program for the down and out, teaching them maritime carpentry skills. Kyla will receive a new deck, hardware, spars and sails as part of this program, most of the materials coming from donations.

The spars have been found, but **the Conservatoire is looking for used hardware and sails – and also technical advice.**

Owners familiar with deck layouts and sail plans for 1934 era Mylne (or related) designs are invited to contact the editors or the Conservatoire (contact@conservatoire-maritime.com) so as to volunteer for an *ad hoc* Technical Advisory committee.

Société des Régates du Havre : centennial Six Metre regatta



Yacht racing was born in France at Le Havre in 1840. The Société des Régates du Havre (SRH) is the oldest yacht club in France (1842).

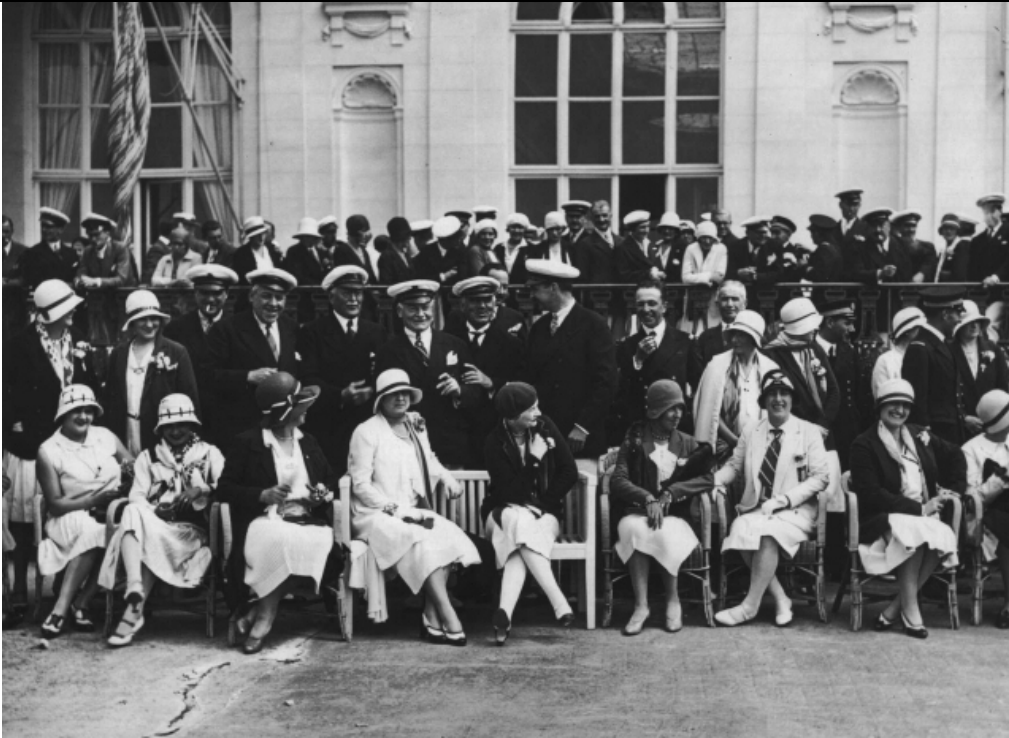
By the beginning of the 20th c., the “circuit” for yacht racing in France started in March at Meulan on the Seine and in July convoyed down the Seine successively to Rouen, Le Havre, Trouville and Deauville.

Thus, four months after the first ever international Six Metre races at Meulan organised by the Cercle de Voile de Paris in April 1907, it was the turn of the SRH to organise its races for Sixes. The sail plans of the five French Sixes which participated had been designed for river racing. Upon encountering the sea breezes of Le Havre, they all tended to be knocked down. *Madame Poulet* and *Atout* only lasted one race. *Yvonne*, *Pouf* and *Marotte* soldiered on to share the honours.



Sunday races at Le Havre in the 19th c.

Copyright Société des Régates du Havre



Club members at the beginning of the 20th c

Copyright Société des Régates du Havre

In September, the SRH is organising a centennial regatta for Sixes – not only the centennial of the Rule, but also a centennial of its regattas for Sixes. Interested owners can contact the Conservatoire Maritime du Havre (contact@conservatoire-maritime.com).

How do you say « metre »?

Most Americans say it “meter”, but the North American Six Meter Association recently changed it to “metre”.

The French say it “mètre” in the singular, but the Italians “metri” in the plural. Is it singular or plural in Danish, Dutch, Finnish, German, Norwegian, Spanish and Swedish? The answers will appear in the next issue if you inform the editors.

We know that a tradition starting with Dixon Kemp and ending with a facing saving gesture to Louis Dyèvre at the end of the London Conference of 1906 resulted in a formula which basically divides the numerator of the formula of the Rule, more or less equal to the l.o.a., by “2” resulting in the eternal question:

“Since your boat is a Six Metre, why is it 12 metres long?”

That explains the puzzling number, but why does “metre” occur at all? Why wasn’t the class called “International Six”?

The traditional answer to the question is that the British, in an outburst of international spirit and recognizant of the privilege of being the hosts to the 1906 Conference, agreed that the input parameters to the Rule should be expressed in metric (rather than Imperial) units. But this is the answer to another question (which is never asked), “Why isn’t your boat called a “Nineteen foot International Rule?”

How do you say « metre »? (cont.)

Was the insertion of the word “metre” in the second position formally decided by the London Conference? Did it start with the British? Was the notion of metric units so difficult for the British to digest that the word shot out unwittingly?

The French version was translated word for word from English. In French, “mètre” in the second position makes no sense. It does, however, inspire a certain awe among the uninitiated, since it appears to make sense to those who use it.

To resolve the question, the editors are offering a very international 6 € reward to the first historian/etymologist with the answer.

If you happen to be passing through Oran

The most important concentration of recently lost Sixes consists of 5 boats abandoned in 1962 during the French exodus from Algiers. In 1990, they were still there, slowly deteriorating, on the quay of the Port des Embiers in Oran (southwest corner of the port).

If a reader of this newsletter happens to have the occasion to visit Oran, please enquire about the boats and let us know their status.

Classic Six Plans

The editors wish to collect information as to the whereabouts of archives of Six Metre plans and to publish more complete information in the next issue. Please tell us of archives that you know of. We know of archives of plans for the following architects:

- François Camatte : Musée National de la Marine, Paris and a second collection held by a Camatte descendant in the south of France,
- William Fife et al. Fairlie Restorations,
- James McGruer: a McGruer descendant-in-law in Scotland,
- Alfred Mylne: a Mylne descendant in Glasgow.

Norske Veritas in Oslo has a complete archive of plans of those Sixes built in Norway and Sweden whose construction they surveyed.

Crossing tacks: Goose and Llanoria



Two of Olin Stephens most successful Sixes exchange places in Peter Hofmann's workshop, with Goose bound for Cowes

Copyright Peter Hofmann & Basil Carmody

Rescue Opportunity of 2007

This year's candidate is GBR 40 Valdai (see the red frame around her icon in the register).

She is an Alfred Mylne design, built in 1930 by the Bute Slip Dock Co.Ltd (Scotland) and sister to Z 15 Beausobre, currently on Lake Léman.

She is lying at the Aldeburgh Boatyard, Aldeburgh, Suffolk, England. Peter Wilson is both owner of the yard and of Valdai. (44/1728-45 20 19).

NEWS FROM THE FLEETS

North America: Pacific Coast

N 22 Oslo II

1926 Johan Anker design once owned by Crown Prince Olav. She is the Grand Dame of the Pacific Northwest 6 metres and has been in the Giese family for over 60 years. Hans Otto Giese was a stalwart in the Puget Sound 6 Meter Association and delighted in showing off how sixes were the equal of or better than any boat, even in long distance races on Puget Sound. She was recently at Jespersen Boats, where she received 3 new sets of frames aft, 12 forward and now has new bronze floors, replacing the old iron floors, which had corroded. She has a new mast step, and refreshed rudder pintles made of gumwood.

North America: Pacific Coast (cont.)

Oslo II's forward floors



Before: in mild steel



After: in Naval Bronze

US 43 Sprig

1931 Clinton Crane design built by Nevins. The prettiest little boat in San Diego. 75 years had taken their toll on Sprig's original canvas over cedar deck, so Greg Stewart decided to give the old girl a birthday present – new deck and deck beams. She is stiffer now than ever and will be ready for the 3500 mile trip to 2009 World Cup in Newport.



I guess you could call this a gust? USA 43 Sprig kicks up her heels at the 2006 Hot Rum series in San Diego

North America: Pacific Coast (cont.)

US 64 Tao, ex. Erne

1934 Olin Stephens/Herman Whiton design collaboration. Gabriel Feldman has owned the boat for a few years now, going on what may be some of the longest single-handed open ocean sailing a basically un-modified six has ever performed – the distances as (the crow flies) are as follows:

Boston to St Georges (Bermuda) 670 nautical miles

Bermuda to Palm Beach (Florida) 870 nautical miles

Palm Beach to Portsmouth (New Hampshire) 1080 nautical miles

Portsmouth to Bermuda 700 nautical miles.

Her hardest journey, however, must have been via truck transport from Palm Beach, Florida to Port Townsend, Washington after the devastating Hurricane Rita in the fall of 2005. Along the way several of her frames broke, which then resulted in significant hull deformation. Gabriel is considering selling the boat, due the damage.

US 67 Challenge

1934 Bill Luders design built for Cornelius Shields. She made her way from a back yard in Youngstown, New York to Des Moines, Iowa. Des Moines is about as far away from salt water as you can get in North America, but not too far from the Great Lakes. Due to some health issues, the former owner bartered with Michael Durland to get the boat to a good home. In Spring 2005 the boat came to Orcas Island, Washington, where Michael, much to the amazement of anyone who saw the boat when she arrived, put her back together and was sailing at the 2006 King Olav V Cup. Michael still has a little bit of work to do, but any sailing is better than none, especially when a boat has been out of the water for more than 30 years. Bravo Michael!

US 81 Goose

1938/1957 S&S design built originally by Nevins, then rebuilt by Luders. Peter Hofmann has performed an extensive refit of arguably the most famous 6 metre in the world. All modifications made to her in the early 70's have been removed and a new rudder fabricated. Her counter stern has been replaced, and a new deck, new cockpit sole and coamings have been installed. She has a new mast, new S&S winches, and new white topside paint. She will be measured in February, then shipped to California for trials before being shipped to England for the 2007 World Cup.

US 88 Blodokse, ex. Vita Nuova, ex. Freudian Sloop, ex. Big Apple, ex. N 75 Rox

1946 Erling Kristofferson design came to Port Huron in the late 60's and eventually made her way to San Diego, where she was converted to a day sailor. Her cockpit openings were covered and a single, self bailing bathtub-style cockpit installed. In the early 70's the aft 3 feet of her counter was removed to save weight. Her San Diego owner replaced the 3 feet and 3 feet more, giving her an interesting diving platform look. Dana Olsen and son Aegir persuaded the former owner that the boat belonged in the Northwest, so the boat stayed briefly in Portland, Oregon, and then came to Port Townsend where an extensive refit is fully underway. First the odd transom came off, then the fiberglass covering the outside of the boat. The deck will be replaced, as will a number of frames and floors. Dana has been an energetic new member of PSSMA and created this year's Official NASMA Calendar.

North America: Pacific Coast (cont.)

KC 10 Gallant, ex. Talizman, ex. S 58 Gallant

1948 Arvid Laurin design. Bent Jespersen and his son Eric replaced nearly every frame in the boat and replaced her deck. The many years of sanding her bright finish had wreaked havoc on her hull fairness, so Eric and Bent decided that a fair hull was more important than maintaining varnish, so out came the putty and practical white paint. Gallant won the 2006 North Americans in Port Townsend in her West Coast debut.

US 90 Fokus III, ex. Exit, ex. Little Sister, ex. N 79 Fokus III

1948 Bjarne Aas design. Very close sister to N 80 Elisabeth X. She is all Douglas fir (Oregon Pine) planking and a powerful boat. Jim Metteer is closing in on completion of this project for the 2007 season. She has received new deck and deck beams, many new frames, new cockpit sole and coamings and a new rudder. The Puget Sound fleet is looking forward to her debut at the 2007 Lipton Cup on Port Madison.

< mcockbur@adobe.com >

REGISTER OF EXISTING CLASSIC SIXES

Read me

The information in the register is the latest available to the editors. This first edition lacks a significant number of items of information (indicated by a “?”) and undoubtedly contains many errors.

Please e-mail the editors with any information at your disposal which could improve the register’s completeness and accuracy (basil@carmody.ws).

The boats are listed in order of launch year and launch country. If a hull code has not yet been assigned, only the launch year is shown. The hull codes are composed of the launch date and the launch country code, followed by an arbitrary sequence number.

Many boats have a birth year, but its precise nature may not be known. It might be the year of commissioning, start of design, start of construction or launching. Accordingly, the launch year portion of the hull code may not be exactly accurate. If it is within a year of the actual launch date, it is within the tolerance of the register.

The architects and the boats’ names are shown in alphabetical order in separate tables and are linked to the register by hull code. The sail numbers are shown in quasi-alphabetical order, different codes for the same country having been regrouped in a separate table, and are also linked to the register by hull code.



















































The register uses country codes and the “short names” of the architects and builders. These are expanded in separate tables. The latter also includes architects and builders of modern Sixes.
















































To protect the owners’ privacy, this public version of the register omits the owners’ names and e-mail addresses. If they are not known, this is indicated by a “?” in the “Name” and “e-mail” columns.
























If you wish to contact an owner, but don’t know his name or e-mail address, please feel free to contact the editors who will act as intermediary.






























Again, all corrections of errors and lacunae will be most appreciated.




























Register of existing classic Sixes - in order of launch year and launch country - v. 3 of 9 March 2007

Boat status :  = Whereabouts unknown  = Out of the water  = Undergoing restoration  = Sailing / racing											
No.	Launch Year or Hull Code	Architect short name	Builder short name	Sail No.	Boat Name	Status	Home Port	Home Country	Owner		Web site
									Name	e-mail	
1	?	A&R	?	?	?		?	NL	?	?	
2	?	?	?	SWE 80	Ängel		?	SE	?	?	
3	?	?	?	?	Aramis		?	CH	?	?	
4	?	?	?	SUI 70	Belenea		Lac Thun	CH	?	?	
5	?	S&S	?	I 64	Ciocca II		?	UK	?	?	
6	?	?	?	L 62	Colibri		Risør	NO	?	?	
7	?	?	?	?	Dutch Naan		?	NL	?	?	
8	?	Barber	?	KA 16	Hurricane		?	AU	?	?	
9	?	?	?	DEN 62	Junie		?	DK	?	?	
10	?	Fife, W&R	?	KA 15	Juno		?	AU	?	?	
11	?	?	?	?	"May Be Not"		Lago Maggiore	IT	?	?	
12	?	Westin	Åbo	SWE 21	Merenneito II		?	SE	?	?	
13	?	?	?	?	Salao		Palma, Mallorca	ES	?	?	
14	?	Fife, W&R	Savage	KA 5	Toogooloowoo II		?	AU	?	?	
15	1907SE01	Andersson, Albin	Hästholmsvarfvet	SWE 1	Diamant		?	SE	?	?	
16	1909	Liljegren	Ängholm	GER 8	Rita		?	DE	?	?	
17	1909DE01	Hacht	Hacht-Werft	GER 1	Trix		?	DE	?	?	
18	1909UK03	Hope	H,H	L 14	Musette		Ile-aux-Moines	FR	?	?	
19	1909UK07	Nicholson	Nicholson	FRA 28	Valama		Dinard	FR	?	?	
20	1911FI01	Stenbäck	Åbo	SWE 24	Finn		?	SE	?	?	
21	1911UK04	Payne	McDonald	GBR 3	Houri		Usk, Monmouthshire	UK	?	?	
22	1911UK10	Mylne	Bute	K 22	Audifax		Bodensee/Constance	DE	?	?	
23	1912DK01	Hansen, W	K F&S	BRA 1	Aileen		?	BR	?	?	
24	1912NO01	Anker, J	A&J	GER 44	Ayesha I		Bodensee/Constance	DE	?	?	
25	1912UK07	Fife, W	Fife & Son	L 42	Leila		?	NO	?	?	
26	1913NL01	Lentsch	Lentsch	?	Neerlandia		Ouchy/Léman	CH	?	?	
27	1913NO03	A&J	A&J	L 8	Mosquito		Risør	NO	?	?	
28	1913UK10	Laws	Burnham	?	Gybo		Flushing	NL	?	?	
29	1914	?	?	C 17	La Joyeuse		Léman	CH	?	?	
30	1914DE01	Hacht	Hacht-Werft	GER 7	Emden		?	DE	?	?	
31	1914NO	Aas	Aas	?	Margaux		Bordeaux	FR	?	?	
32	1914UK10	Hope	Maynard	BEL 17	Edelweiss II		?	BE	?	?	
33	1915NO01	Schultz	Kolbjornsvik	GBR 4	Anemone		?	UK	?	?	
34	1920NO01	Anker, J	A&J	GBR 19	Jo		?	UK	?	?	
35	1921	Anker, J	?	D 4	Guildenfluen		Ebeltoft, Jylland	DK	?	?	
36	1921DE01	Anker, J	A&R	GER 77	Dimple		?	DE	?	?	
37	1921DE02	Anker, J	A&R	GER 15	Steam		?	DE	?	?	
38	1921DE05	Anker, J	A&R	DEN 3	Ran VIII		?	CH	?	?	
39	1921SE03	Herlin	Ängholmens	S 1	Skade		Kotka	FI	?	?	
40	1921UK02	Mylne	Bute	Z 26	Phönix		Arbon/Bodensee/Constance	CH	?	?	
41	1921US02	Burgess	Herreshoff Mfg	GBR 25	Sheila		Saltash, Cornwall	UK	?	?	
42	1921US04	Gardner	Nevins	US 3	Grebe		New York	US	?	?	
43	1922	?	?	SWE 49	Gulldisken (ruffad)		?	SE	?	?	
44	1922FI01	Westin	Åbo	FIN 2	Caresse		?	DE	?	?	
45	1922NO02	Aas	Aas	N 8	Askeladden		Fredrickstad	NO	?	?	
46	1922NO07	Anker, J	A&J	D 15	Oui Oui		?	DK	?	?	




















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No.	Launch Year or Hull Code	Architect short name	Builder short name	Sail No.	Boat Name	Status	Home Port	Home Country	Owner		Web site	
									Name	e-mail		
47	1922NO09	Holmström	L&J	SWE 4	Gulldisken		Nynäshamn	SE				
48	1922SE12	Holm, T	Holm, K	SWE 3	Vanity		Lux	SE		?		
49	1922US02	Mower	Nevins	US 5	Tien Hoa		Minnesota?	US	?	?		
50	1922US11	Alden	Lawley	US 15	Syce		?, Connecticut	US	?	?		
51	1922US12	B&P	Lawley	US 1	Sakie		Massachusetts?	US	?	?		
52	1923FI01	Westin	Åbo	FIN 5	Kerttu		?	FI			http://www.6mr.fi/DAS/yachts/981119-205214.html	
53	1923IT02	Baglietto, V	Baglietto, P	A 1	Leonor		?	AR		?		
54	1923SE01	Nygren	Eriksson	SWE 9	Aloha		?	SE		?		
55	1923SE02	Nygren	Ångholm	SWE 14	Barbara		?	SE		?		
56	1923SE07	Fife, W	Abrahamsson	FIN 18	Nixflu		?	FI			http://www.6mr.fi/DAS/yachts/991227-133025.html	
57	1923SE08	Holm, T	Holm	SWE 16	Vera		?	SE		?		
58	1924DK03	Dahlstrøm	K Y&M	D 20	Star VI		?	DK		?		
59	1924FI01	Westin	Åbo	FIN 7	Monya		?	FI		?	http://www.6mr.fi/DAS/yachts/991227-132408.html	
60	1924SE05	Nicholson	Ångholm	FIN 57	Borgila		?	FI			http://www.6mr.fi/DAS/yachts/981119-214003.html	
61	1924SE06	Estlander	Plyms	SWE 15	Carmela		?	SE		?		
62	1924SI01	Blake	United	GBR 34	Monsoon		?	UK				
63	1924UK01	Fife & Son	Fife & Son	K 8	Zenith		Penrhyn, Cornwall	UK		?		
64	1924US07	Hoyt, C	Nevins	US 23	Madcap		Newport, RI	US	?	?		
65	1925	?	?	ITA 21	Airone		Venezia	IT		?		
66	1925	Anker, J	A&J	US 37	?		Columbus, OH	US	?	?		
67	1925	Neesen	Travag	GER 3	Gaviota		?	DE		?		
68	1925FI01	Wahl	Åbo	FIN 1	Aglaja		?	FI			http://www.6mr.fi/DAS/yachts/991227-123048.html	
69	1925IT03	Baglietto, P	Baglietto, P	ITA 32	She		?	IT		?		
70	1925NO01	Aas	Soon	NED 8	Edith		?	NL		?		
71	1925NO02	Anker, J	A&J	N 22	Oslo II		Puget Sound	US		?		
72	1925SE01	Holm, T	Önnereds	H 21	Caramba		?	NL		?		
73	1925SE02	Westin	?	SWE 42	Gun II		?	SE		?		
74	1925UK03	Fife, W	?	GBR 19	Finvola		?	UK				
75	1926	Sundén	?	AUT 7	Marquise		Bodensee/Constance	CH		?		
76	1926FI01	Olofsson	N/O	FIN 14	Anja		?	FI			http://www.6mr.fi/DAS/yachts/991227-132830.html	
77	1926FR04	Arbaut	Hève	OE 13	Freya		Bodensee/Constance	CH	?	?		
78	1926FR07	Guédon	Bonnin	F 26	Cinq Août		Toulon	FR		?		
79	1926IT01	Baglietto, P	Baglietto, P	FRA 120	Fissa		Cassis	FR				
80	1926NL01	Lentsch	?	H 10	Sally		?	NL				
81	1926NO01	Anker, J	A&J	GBR 30	Selma		Bono	FR				
82	1926NO02	Anker, J	?	D 29	Fly		?	SE		?		
83	1926SE02	Estlander	Abrahamsson	SWE 37	Räven		Arradon	FR				
84	1926SE03	Holm, T	Holm	GER 27	Västanfläkt		?	DE		?		
85	1926SE04	Holm, Y	Norrtälje	FIN 19	Puckie		?	FI		?	http://www.6mr.fi/DAS/yachts/991227-133219.html	
86	1926UK04	Glen-Coats	?	GBR 15	Duet		?	UK				
87	1927	Anker, J	A&J	K 17	Sioma II		Lallows, Cowes	UK		?		
88	1927FI01	Estlander	Pettersson, H	FIN 6	Renata		?	FI			http://www.6mr.fi/DAS/yachts/991227-131931.html	
89	1927FI02	Westin	Hanko	FIN 22	Merenneito I		Woodwind Yachts, Ontario, CA	FI		?	http://www.6mr.fi/DAS/yachts/1050420-153200.html	
90	1927FR01	A&G	Hève	E 22	Colibri		Valencia	ES				
91	1927NO03	Aas	Aas	N 29	Bianca		Gothenburg	SE		?		
92	1927UK01	Fife & Son	Fife & Son	K 5	Sunshine		SNG/Léman	CH				

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									Name	e-mail	
93	1927UK03	Giles	Giles	POL 4	Dana		?	PL	?	?	
94	1927US04	Crane	Nevins	US 33	Clytie II	?	Massachusetts	US	?	?	
95	1928	Holm, T	?	Z 13	Antiope	?	Rolle/Léman	CH	?	?	
96	1928	Anker, J	A&J	N 31	Norna		Oslo	NO	?	?	
97	1928	Bothén	Holms Tore	GER 67	Ramona	?	?	DE	?	?	
98	1928	Aas	Aas	ITA 48	Tieger	?	?	IT	?	?	
99	1928	Estlander	Arendals	SWE 22	Ingegerd	?	Lux	SE	?	?	
100	1928	Estlander	Abrahamsson	M 1	Ungarn	?	Lake Baloton	HU	?	?	
101	1928DE02	Rasmussen	A&R	GER 2	Dorothee	?	?	DE	?	?	
102	1928FI01	Olofsson	Borgå	FIN 25	Anitra	?	?	FI			http://www.6mr.fi/DAS/yachts/991227-133419.html
103	1928FR05	Arbaut	Hève	FRA 27	Normand III		Noirmoutier	FR			
104	1928FR10	Guédon		FRA 72	Nitra	?	?	FR	?		
105	1928NO02	Aas	Soon	N 30	Hanko II	?	Orcas Island, Puget Sound	US			
106	1928SE07	Bothén	Holms Tore	N 88	Zephyr	?	?	NO			
107	1928UK01	Fife & Son	Fife & Son	K 7	Fintra		?	DE			http://www.fintra.de
108	1928US03	Gielow	Nevins	US 35	Saleema		San Diego	US	?	?	
109	1929	Camatte	?	Z 1	Guignol V	?	Choiseul/Léman	CH	?	?	
110	1929	Camatte	?	Z 2	Véga	?	Ouchy/Léman	CH			
111	1929FI01	Westin	Åbo	SWE 60	Stella Polaris		Stockholm	SE			
112	1929FI02	Olofsson	R/R	FIN 24	Antinea	?	?	FI			http://www.6mr.fi/DAS/yachts/981119-210131.html
113	1929FI03	Olofsson	Urho	FIN 28	Gunda Marina	?	?	FI	?		http://www.6mr.fi/DAS/yachts/991227-133557.html
114	1929FI04	Olofsson	Bleholm	FIN 29	Maj-Lis	?	?	FI			http://www.6mr.fi/DAS/yachts/990427-081707.html
115	1929NO02	Robert	Holmens	N 39	Elizabeth VIII		Holmen Yachtverft	NO		?	
116	1929SE01	Aas	?	SWE 72	Ara	?	Stockholm	SE		?	
117	1929SE03	Estlander	Arendals	FIN 59	Ian		?	FI			http://www.6mr.fi/DAS/yachts/981119-130354.html
118	1929US01	Stephens	Nevins	US 42	Black Rose	?	Lake Champlain, NY	US		?	
119	1930	Mylne	?	Z 15	Beausobre	?	Territet/Léman	CH		?	
120	1930DE01	Rasmussen	A&R	GER 43	Hypnos	?	?	DE		?	
121	1930DK01	W-W	Nordbjaerg	KC 21	Junge		Ontario	CA		?	
122	1930ES01	Giles	Sagredo	GBR 61	Asti V	?	?	UK		?	
123	1930FR07	Camatte	Chiesa	FRA 79	Eole		Ile d'Yeu	FR		?	
124	1930NO01	Aas	Aas	DEN 43	Dan	?	Lago Como	IT		?	
125	1930NO05	Aas	Aas	US 90	Irene		Port Huron	CA		?	
126	1930SE01	Estlander	Kungsörs	FIN 56	Fromista	?	?	FI		?	http://www.6mr.fi/DAS/yachts/991227-140855.html
127	1930SE03	Estlander	?	SWE 36	Regina	?	?	SE		?	
128	1930SE04	Holm, Y	Holms Häst	SWE 38	Topp	?	?	SE		?	
129	1930SE05	Holm, T	Holms Tore	FIN 12	Fridolin	?	?	FI		?	http://www.6mr.fi/DAS/yachts/1040210-203431.html
130	1930UK03	Fife & Son	Fife & Son	?	Nada		?	AG		?	
131	1930UK04	Fife & Son	Fife & Son	KC 11	Alana		Maine	US		?	
132	1930UK06	Mylne	Mylne	GBR 40	Valdai		Aldeburgh Boatyard, Suffolk	UK		?	
133	1930US07	Luders	Luders	USA 51	Totem		Narragansett Bay, RI	US	?	?	
134	1930US09	Crane	Nevins	US 43	Sprig		San Diego	US		?	
135	1931	Anker, J	A&J	US 57	Mystery	?	?	US	?	?	
136	1931	Witt & Wedell	Nordbjaerg	D 42	Cutty		Danmarks Museum for Lystsejlad	DK		?	
137	1931	Anker, J	A&J	N 43	Norna II		Grimstad	NO		?	
138	1931FR02	Camatte	Bonnin	FRA 65	Dinorah II		Saint Didier s/Charalonne	FR			

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									Name	e-mail	
139	1931FR03	Camatte	Bonnin	FRA 77	Elfe		Noirmoutier	FR			
140	1931NO01	Robert	Holmens	FRA 40	Diana		Baud	FR		?	
141	1931NO02	A&J	A&J	GBR 32	Abu		?	UK			
142	1931NO03	Aas	Aas	?	Elizabeth IX	?	?	SE			
143	1931US01	Stephens	Nevins	US 54	Bob Kat II		Porto San Stefano	IT		?	
144	1931US02	Crane	Nevins	US 55	Lucie		Maine	US		?	
145	1931US03	Stephens	Nevins	US 56	Jill		Wiscasset, Maine	US			
146	1932FR02	Camatte	Chiesa	SUI 11	Freya	?	Lac Thun	CH		?	
147	1932NO03	Anker, J	A&J	SWE 136	Lisbeth V		Orust	SE			
148	1932UK01	Stephen, J	Stephen, J	GBR 1	Maida	?	Solent	UK			
149	1932UK03	Fife & Son	Fife & Son	NED 19	Piccolo		Geervliet	NL			
150	1932US01	Stephens	Nevins	GBR 28	Nancy	?	?	UK			
151	1933	Camatte	Chiesa	Z 16	Azais	?	?	NL			
152	1933	Westin	Åbo	BRA 2	Marga		?	BR			
153	1933	Camatte	?	Z 17	Spyr	?	Yverdon/Neuchâtel	CH		?	
154	1933	Anker, J	A&J	GBR 69	Victoria	?	?	UK			
155	1933FR01	C&G	?	Z 24	Midinette	?	Prangins/Léman	CH		?	
156	1933NO01	Anker, J	A&J	FRA 99	Vert Galant		Noirmoutier	FR			
157	1933NO04	Anker, J	A&J	FIN 64	Emzia	?	?	FI			http://www.6mr.fi/DAS/yachts/981119-215040.html
158	1933SE01	Becker, H	Rödöfund	SWE 25	Flush	?	Stockholm	SE			
159	1933SE02	Bothén	?	SWE 23	Galejan	?	?	SE		?	
160	1933UK01	Fife & Son	Fife & Son	KC 16	Fintra II		Vancouver, BC	CA		?	
161	1934	Stephens	Nevins	US 63	Silk	?	Portland, ME	US		?	
162	1934	Camatte		Z 19	Jeux d'Eau	?	Crans/Léman	CH	?	?	
163	1934	Fife, W&R	Coverdale	KA 3	Sjo-Ro		Sydney	AU			
164	1934DK01	Aas	Nordbjaerg	US 89	Dodo	?	Port Huron	CA	?	?	
165	1934FI01	Olofsson	Hietalahti	FIN 35	Elinore		?	FI			http://www.6mr.fi/DAS/yachts/981119-210812.html
166	1934FR02	Bréguet	Macario	FRA 60	Izenah II		Vannes	FR		?	
167	1934NO03	Aas	Aas	G 9	Marianne IV	?	?	DE	?	?	
168	1934NO04	Aas	Aas	Z 42	Mariane	?	Bodensee/Constance	CH	?	?	
169	1934SE02	Holm, T	Holm	FIN 52	Marianne	?	?	FI			http://www.6mr.fi/DAS/yachts/981119-212706.html
170	1934UK01	Fife & Son	Fife & Son	GBR 42	Melita		?	SE			
171	1934UK02	Fife, W&R	Fife & Son	KC 19	Erin		Vancouver, BC	CA		?	
172	1934UK04	Mylne	Mylne	K 45	Kyla		Conservatoire Maritime du Havre	FR			http://www.conservatoire-maritime.com/ click on "Médiathèque" and "Blue Monday"
173	1934US02	Stephens	Nevins	US 63	Sea Lark	?	Maine	US	?	?	
174	1934US03	Luders	Luders	US 65	Challenge		Puget Sound	US			
175	1934US04	S-W	Luders	US 64	Tao		Florida	US		?	
176	1935	Reimers	K Y&M	D 48	Hakahala		?	NL			
177	1935	Anker, J	A&J	S 82	Norna IV		?	NL		?	
178	1935DE01	Drewitz	Buchholz	F 75	Joanna		Saint-Tropez	FR			http://www.joanna.fr
179	1935DE02	Wilke	Wilke	GER 16	Skamander	?	?	DE		?	
180	1935DE03	Wilke	Wilke	GER 25	Luv		?	DE		?	
181	1935DE04	Burmester	Burmester	GER 22	Mellum		?	DE		?	
182	1935DE05	Martens	Rambeck	GER 19	Hunding VII		?	DE		?	
183	1935DE07	Rasmussen	A&R	GER 17	Sleipner II	?	Schlei	DE		?	

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184	1935DE08	Rasmussen	A&R	GER 18	Suzan	?	Bodensee/Constance	DE		?	
185	1935FI01	Holm, T	Wilenius	FIN 36	Joy	?	Lovisa	FI			http://www.6mr.fi/DAS/yachts/981119-211104.html
186	1935NO02	Jensen, C	Soon	US 91	Vinnia	?	Port Huron	CA	?	?	
187	1935SE05	Holm, T	Holms Tore	GER 21	Marabu		Bodensee/Constance	DE		?	
188	1935UK01	C&N	C&N	K 47	Catherine		Saint-Tropez	FR			
189	1935UK02	Mylne	Bute	K 14	Saskia of Rhu		Saint-Tropez	FR			
190	1935UK03	Fife, W	Fife & Son	SUI 46	Fiona		?	NL			
191	1935US01	Whiton	Luders	US 66	Indian Scout	?	Port Townsend, WA	US	?	?	
192	1936	W-W	?	D 53	Joker	?	?	?	?	?	
193	1936	Iversen	?	Z 43	Saga	?	Nyon/Léman	CH	?	?	
194	1936	Rasmussen	?	G 26	Undine	?	Bodensee/Constance	CH	?	?	
195	1936DE01	Lehmann	Lehmann	GER 28	Kobold XV	?	?	DE		?	
196	1936DE03	Rasmussen	A&R	G 37	Irimi V		?	NL			
197	1936DK01	Reimers	Nordbjaerg	KC 26	Sira		Toronto	CA	?	?	
198	1936FI01	Jacobsson	Wilenius	FIN 38	Mariana	?	?	FI			http://www.6mr.fi/DAS/6mrclass/files/fin38_race.htm
199	1936FI02	Olofsson	Åbo	FIN 17	Armeta	?	?	FI			http://www.6mr.fi/DAS/yachts/981119-121956.html
200	1936FI04	Wahl	Lemposaari	FIN 39	Jolanda III	?	Helsinki	FI			http://www.6mr.fi/DAS/yachts/981119-211628.html
201	1936FR01	Camatte	Monti	FRA 85	Eole II		Marseille	FR			
202	1936NO01	Aas	Aas	FRA 14	La Bandera		Noirmoutier	FR			
203	1936NO02	Aas	Aas	US 73	Saga	?	Puget Sound	US		?	
204	1936NO04	Aas	Aas	GER 59	Aida		?	DE			
205	1936NO08	Aas	Aas	N 61	Lully II	?	Puget Sound	US	?	?	
206	1936SE03	Holm, T	A&B	FIN 53	May Be IV	?	?	FI			http://www.6mr.fi/DAS/yachts/981119-213345.html
207	1936UK01	Nicholson	C&N	B 10	Senoia		?	BE		?	
208	1936US01	Stephens	Nevins	KC 24	Mood	?	Port Credit, Ontario	CA		?	
209	1937	Aas	Aas	KC 9	Bibis	?	?	SE	?	?	
210	1937	Fife, W&R	Tyson	KA 4	Georgina		Cammeray, Sydney	AU			
211	1937	Costaguta	Costaguta	NOR 86	Miranda II		Pen Pol, Cornwall	UK		?	
212	1937	Whiton	Luders	US 79	Starwagon	?	Vancouver, BC	CA	?	?	
213	1937FI01	Holm, T	Wilenius	FIN 40	Fandango	?	?	FI			http://www.6mr.fi/DAS/yachts/981119-123135.html
214	1937FI02	Kyntzell	Wilenius	KC 8	Carin	?	?	UK	?	?	
215	1937NO01	B&A	Aas	FRA 59	Namoussa		Auray	FR		?	
216	1937NO02	Aas	Aas	FIN 63	Borée II		?	FI			http://www.6mr.fi/DAS/yachts/981119-214646.html
217	1937NO04	Anker, J	A&J	DEN 58	Lady Day		Danmarks Museum for Lystsejls	DK			
218	1937NO05	Aas	Aas	N 63	Buri		Kragerø	NO		?	
219	1937SE01	Reimers	Trahamssen	FRA 20	Tara		Noirmoutier	FR			
220	1937SE02	Holm, T	Trahamssen	FRA 33	Nisidia		Noirmoutier	FR			
221	1937SE03	Holm, T	Holm	SWE 6	Fågel Blå		Stockholm	SE			
222	1937SE04	Stenbäck	Åbo	FIN 30	Raili		?	FI			http://www.6mr.fi/DAS/yachts/981119-210536.html
223	1937UK01	C&N	C&N	KA 1	Yeoman II		?	AU			
224	1937US01	Stephens	Nevins	FRA 119	Fun		Dinard	FR		?	
225	1937US02	Luders	Luders	US 74	Circe	?	Cornwall	UK		?	
226	1937US05	Stephens	Nevins	US 72	Lulu	?	Poulsbo, Puget Sound	US		?	
227	1937US07	Luders	?	GBR 66	St. Kitts III	?	Fowey	UK			
228	1938	S&S	?	Z 37	Amagao	?	Romanshorn/Bodensee	CH	?	?	
229	1938	Baglietto, P	Baglietto, P	I 58	Bau-Bau		Pescallo, Bellagio, Lago di Como	IT			

Boat status :										= Whereabouts unknown		= Out of the water		= Undergoing restoration		= Sailing / racing	
No.	Launch Year or Hull Code	Architect short name	Builder short name	Sail No.	Boat Name	Status	Home Port	Home Country	Owner		Web site						
									Name	e-mail							
230	1938	Holm, T		Z 23	Bonite	?	Lac Thun	CH									
231	1938	Laurin	Neglinge	KC 6	Buzzy II	?	Puget Sound	US									
232	1938	Baglietto, P	Baglietto, P	ITA 60	Twins V	?	?	IT		?							
233	1938	Kyntzell	?	FIN 43	Wire		?	FI			http://www.6mr.fi/DAS/yachts/991227-140406.html						
234	1938DE01	Rasmussen	A&R	GER 38	Sleipner IV	?	Eckernforde	DE		?							
235	1938DE02	A&R	A&R	GER 37	Aquarius		?	DE		?							
236	1938DK02	Wedellsborg	Nordbjaerg	KC 12	Ca Va	?	Vancouver, BC	CA									
237	1938FI01	Westin	Åbo	GER 68	Lillevi		?	DE									
238	1938FI02	Stenbäck	Åbo	FIN 21	Klara Stjärna	?	?	FI			http://www.6mr.fi/DAS/yachts/981119-205810.html						
239	1938FI03	Kyntzell	Wilenius	FIN 44	Toy		?	FI			http://www.6mr.fi/DAS/yachts/981119-211941.html						
240	1938SE02	Holm, T	Holms Tore	FIN 31	Lilo-Reet II		?	FI			http://www.6mr.fi/DAS/yachts/991227-135438.html						
241	1938UK01	Nicholson	C&N	KC 5	Solenta	?	Port Huron	CA	?	?							
242	1938UK02	Nicholson	C&N	GBR 57	Erica	?	?	UK									
243	1938US01	Stephens	Nevins	FIN 67/ US 80	Djinn		?	FI			http://www.6mr.fi/DAS/yachts/1030918-110536.html						
244	1938US02	Stephens	Nevins	US 81	Goose		Puget Sound	US			http://www.gooseus81.com						
245	1939	Becker, H	?	FIN-68	Attack		?	FI			http://www.6mr.fi/DAS/yachts/1040615-131301.html						
246	1939	Kyntzell	Wilenius	L 46	Unita		Larvik	NO		?							
247	1939DE01	Wilke	Wilke	GER 39	Antje	?	Bodensee/Constance	DE		?							
248	1939DE02	Rasmussen	A&R	GER 41	Adelheid		Bodensee/Constance	DE		?							
249	1939FR03	Camatte	Bonnin	FRA 86	Vingt Ans Après		La Trinité-sur-Mer	FR									
250	1939FR05	Camatte	Bonnin	FRA 88	Mandragore		La Trinité-sur-Mer	FR									
251	1939NO03	Anker, J	A&J	NED 27	Noreg III		?	NL									
252	1939NO04	Jensen, C	A&J	N 71	Flapper		Maine	US		?							
253	1939SE03	Stenbäck	Åbo	SWE 56	Saimaa	?	?	SE	?	?							
254	1939SE04	Sundén	Hägerstens	SWE 31	Silvervingen		Nyköping	SE									
255	1939UK02	McGruer, J	McGruer, J	KC 17	Johan of Rhu		Vancouver, B.C.	CA		?							
256	1940FI01	Becker, H	?	FIN 60	Off Course		?	FI			http://www.offcourse.fi						
257	1940SE01	Sundén	Arendals	Z 8	Le Huit	?	Léman	CH	?	?							
258	1941	Kyntzell	Wilenius	CAN 8	Carin II		Lallows, Cowes	UK									
259	1942	?	?	M 2	Talizman		Lake Balaton	HU	?	?							
260	1943CH01	R&C	?	GBR 67	Alexandra		Port-Grimaud	FR									
261	1943FI01	Slotte	Wilenius	FIN 3	Irma		?	FI			http://www.6mr.fi/DAS/yachts/981119-123805.html						
262	1945CH01	Reimers	Corsier	FRA 12	Solitar Nosc		Antibes	FR		?							
263	1945CH02	Coppinex	Corsier	GBR 91	St Amour	?	?	UK									
264	1946	Kristoffersen	?	US 69	Beauvais	?	Port Huron	CA									
265	1946	Kristoffersen	Iverssen	US 88	Blodokse		San Diego, CA	US	?	?							
266	1946	Reimers		OE 45	Pink Floyd	?	Lindau/Bodensee	CH	?	?							
267	1946	Aas	Griffin	KA 2	Venger		Sydney	AU									
268	1946CH01	Reimers	Portier	FIN 65	Bambi		?	FI			http://www.6mr.fi/DAS/yachts/1020926-124325.html						
269	1946SE01	Holm, T	Holms Tore	FIN 51	May Be VI		?	FI			http://www.6mr.fi/DAS/yachts/981119-124652.html						
270	1946UK01	McGruer, J	McGruer, J	GBR 48	Caprice	?	?	UK									
271	1946UK02	C&N	C&N	GER 30	Mena		?	DE									
272	1947	Boyd	?	Z 70	Duclop	?	Thoune/Thoune	CH	?	?							
273	1947	Berg	Borge	N 78	Høvding		?	NO		?							
274	1947	Camatte	?	Z 40	Korrigan	?	SNG/Léman	CH									
275	1947	S&S	Sangermani	ITA 63	Mizar III	?	?	IT		?							

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No.	Launch Year or Hull Code	Architect short name	Builder short name	Sail No.	Boat Name	Status	Home Port	Home Country	Owner		Web site	
									Name	e-mail		
276	1947SE01	Laurin	Neglinge	KC 10	Gallant		Sidney, B.C.	CA				
277	1947SE02	Holm, T	Holm	US 99	Why Not	?	Port Huron	CA				
278	1947SE03	Aas	?	?	Elisabeth X	?	?	DK				
279	1947UK01	McGruer, J	McGruer, J	K 49	Noa	?	Puget Sound	US		?		
280	1947UK04	Boyd	Robertson	K 72	Thistle	?	Southampton	UK				
281	1948FR01	Camatte	Chiesa	FRA 90	Bihannic		Cannes	FR		?		
282	1948NO01	Aas	Aas	US 90	Fokus III		Puget Sound	US				
283	1948SE01	Holm, T	Holms Tore	FIN 50	Ali Baba II		?	FI			http://www.6mr.fi/DAS/yachts/981119-115556.html	
284	1948UK01	C&N	C&N	KC 15	Juno	?	Nova Scotia	CA	?	?		
285	1948US01	Stephens	Nevins	US 83	Llanoria	?	Puget Sound	US				
286	1949	Baglietto, P	Baglietto, P	ITA 66	Violetta II	?	?	IT		?		
287	1949CH01	Reimers	Corsier	G 38	Taiaut	?	Kreuzlingen/Bodensee	CH		?		
288	1950NO01	Aas	Aas	FRA 111	Dix Août		Arradon	FR				
289	1950SE01	Holm, T	Holms Tore	FIN 61	Silène III		?	FI			http://www.6mr.fi/DAS/yachts/981119-125927.html	
290	1951	Aas	Aas	Z 28	Ylliam V		Berlin	DE		?		
291	1952FR01	Camatte	Chiesa	Z 102	Briseis	?	Bodensee/Constance	CH	?	?		
292	1952NO01	Aas	Aas	Z 44	Astrée II	?	Versoix/Léman	CH				
293	1952SE01	Stephens	Holms Tore	US 87	May Be VII	?	Puget Sound	US				
294	1952UK01	Boyd	Woodnutts	KC 22	Titia		Pen Pol, Cornwall	UK				
295	1953SE01	Holm, T	Holm	FRA 105	May Be VIII		Arradon	FR				
296	1954	S&S	?	Z 45	Mecara	?	Romanshorn/Bodensee	CH		?		
297	1954NO01	S-W	Aas	US 94	Ondine	?	Port Huron	CA	?	?		
298	1955CH01	Estlander	Norrtälje	MON 45	Mirage		Versoix/Léman	CH				
299	1955NO01	Aas	Aas	K 9	Noresca	?	?	FR	?	?		
300	1955NO02	Aas	Aas	US 96	Hanko III	?	Puget Sound	US				
301	1955UK01	Boyd	Woodnutts	FRA 108	Royal Thames		Arradon	FR				
302	1955UK02	Fife, W	?	FRA 109	Clyde		Loctudy	FR				
303	1956CA01	Stephens	Taylor	US 97	Buzzy III		Seattle	US				
304	1957NO01	Aas	Aas	N 83	Yam-Sing	?	Stockholm	SE				
305	1959NO01	Aas	Aas	B 66	Clymène II		Saint-Tropez	FR				
306	1960	Holm, T	Holms Yachtvarv	SUI 67	Farfadet	?	Prangins/Léman	CH		?		
307	1963CH01	Stephens	Corsier	AUT 48	Stromer	?	Bodensee/Constance	CH		?		
308	2005DK01	Laurin	Jensen, J	DEN 64	Sun Ray		?	DK				
309	2007FI01	Kyntzell	Granstrom	FIN 49	Sara af Hangö		?	FI			http://www.6mr.fi/DAS/yachts/1060622-092807.html	

Boat Name	Launch Year or Hull Code	Boat Name	Launch Year or Hull Code	Boat Name	Launch Year or Hull Code	Boat Name	Launch Year or Hull Code	Boat Name	Launch Year or Hull Code
"May Be Not"	?	Dana	1927UK03	Izenah II	1934FR02	Nixflu	1923SE07	Titia	1952UK01
?	?	Diamant	1907SE01	Jeux d'Eau	1934	Noa	1947UK01	Toogoolowoo	?
?	1925	Diana	1931NO01	Jill	1931US03	Noreg III	1939NO03	Topp	1930SE04
Abu	1931NO02	Dimple	1921DE01	Jo	1920NO01	Noresca	1955NO01	Totem	1930US07
Adelheid	1939DE02	Dinorah II	1931FR02	Joanna	1935DE01	Normand III	1928FR05	Toy	1938FI03
Aglaja	1925FI01	Dix Août	1950NO01	Johan of Rhu	1939UK02	Norma	1928	Trix	1909DE01
Aida	1936NO04	Djinn	1938US01	Joker	1936	Norna II	1931	Twins V	1938
Aileen	1912DK01	Dodo	1934DK01	Jolanda III	1936FI04	Norna IV	1935	Undine	1936
Airone	1925	Dorothee	1928DE02	Joy	1935FI01	Off Course	1940FI01	Ungarn	1928
Alana	1930UK04	Duclop	1947	Junge	1930DK01	Ondine	1954NO01	Unita	1939
Alexandra	1943CH01	Duet	1926UK04	Junie	?	Oslo II	1925NO02	Valama	1909UK07
Ali Baba II	1948SE01	Dutch Naan	?	Juno	?	Oui Oui	1922NO07	Valdai	1930UK06
Aloha	1923SE01	Edelweiss II	1914UK10	Juno	1948UK01	Phönix	1921UK02	Vanity	1922SE12
Amagao	1938	Edith	1925NO01	Kerttu	1923FI01	Piccolo	1932UK03	Västanfläkt	1926SE03
Anemone	1915NO01	Elfe	1931FR03	Klara Stjärna	1938FI02	Pink Floyd	1946	Véga	1929
Ängel	?	Elinore	1934FI01	Kobold XV	1936DE01	Puckie	1926SE04	Venger	1946
Anitra	1928FI01	Elisabeth X	1947SE03	Korrigan	1947	Raili	1937SE04	Vera	1923SE08
Anja	1926FI01	Elizabeth IX	1931NO03	Kyla	1934UK04	Ramona	1928	Vert Galant	1933NO01
Antinea	1929FI02	Elizabeth VIII	1929NO02	La Bandera	1936NO01	Ran VIII	1921DE05	Victoria	1933
Antiope	1928	Emden	1914DE01	La Joyeuse	1914	Räven	1926SE02	Vingt Ans Apr	1939FR03
Antje	1939DE01	Emzia	1933NO04	Lady Day	1937NO04	Regina	1930SE03	Vinnia	1935NO02
Aquarius	1938DE02	Eole	1930FR07	Le Huit	1940SE01	Renata	1927FI01	Violetta II	1949
Ara	1929SE01	Eole II	1936FR01	Leila	1912UK07	Rita	1909	Why Not	1947SE02
Aramis	?	Erica	1938UK02	Leonor	1923IT02	Royal Thames	1955UK01	Wire	1938
Arnetta	1936FI02	Erin	1934UK02	Lillevi	1938FI01	Saga	1936NO02	Yam-Sing	1957NO01
Askeladden	1922NO02	Fågel Blå	1937SE03	Lilo-Reet II	1938SE02	Saga	1936	Yeoman II	1937UK01
Asti V	1930ES01	Fandango	1937FI01	Lisbeth V	1932NO03	Saimaa	1939SE03	Ylliam V	1951
Astrée II	1952NO01	Farfadet	1960	Llanoria	1948US01	Sakie	1922US12	Zenith	1924UK01
Attack	1939	Finn	1911FI01	Lucie	1931US02	Salao	?	Zephyr	1928SE07
Audifax	1911UK10	Fintra	1928UK01	Lully II	1936NO08	Saleema	1928US03		
Ayesha I	1912NO01	Fintra II	1933UK01	Lulu	1937US05	Sally	1926NL01		
Azais	1933	Finvola	1925UK03	Luv	1935DE03	Sara af Hangö	2007FI01		
Bambi	1946CH01	Fiona	1935UK03	Madcap	1924US07	Saskia of Rhu	1935UK02		
Barbara	1923SE02	Fissa	1926IT01	Maida	1932UK01	Sea Lark	1934US02		
Bau-Bau	1938	Flapper	1939NO04	Maj-Lis	1929FI04	Selma	1926NO01		
Beausobre	1930	Flush	1933SE01	Mandragore	1939FR05	Senoia	1936UK01		
Beauvais	1946	Fly	1926NO02	Marabu	1935SE05	She	1925IT03		
Beleneas	?	Fokus III	1948NO01	Marga	1933	Sheila	1921US02		
Bianca	1927NO03	Freya	1926FR04	Margaux	1914NO	Silène III	1950SE01		
Bibis	1937	Freya	1932FR02	Mariana	1936FI01	Silk	1934		
Bihannic	1948FR01	Fridolin	1930SE05	Mariane	1934NO04	Silvervingen	1939SE04		
Black Rose	1929US01	Fromista	1930SE01	Marianne	1934SE02	Sioma II	1927		
Blodokse	1946	Fun	1937US01	Marianne IV	1934NO03	Sira	1936DK01		
Bob Kat II	1931US01	Galejan	1933SE02	Marquise	1926	Sjo-Ro	1934		
Bonite	1938	Gallant	1947SE01	May Be IV	1936SE03	Skade	1921SE03		
Borée II	1937NO02	Gaviota	1925	May Be VI	1946SE01	Skamander	1935DE02		
Borgila	1924SE05	Georgina	1937	May Be VII	1952SE01	Sleipner II	1935DE07		
Briseis	1952FR01	Goose	1938US02	May Be VIII	1953SE01	Sleipner IV	1938DE01		
Buri	1937NO05	Grebe	1921US04	Mecara	1954	Solenta	1938UK01		
Buzzy II	1938	Guignol V	1929	Melita	1934UK01	Solitar Nosc	1945CH01		
Buzzy III	1956CA01	Guildenfluen	1921	Mellum	1935DE04	Sprig	1930US09		
Ca Va	1938DK02	Gulldisken	1922NO09	Mena	1946UK02	Spyr	1933		
Caprice	1946UK01	Gulldisken (ru)	1922	Merenneito I	1927FI02	St Amour	1945CH02		
Caramba	1925SE01	Gun II	1925SE02	Merenneito II	?	St. Kitts III	1937US07		
Caresse	1922FI01	Gunda Marina	1929FI03	Midinette	1933FR01	Star VI	1924DK03		
Carin	1937FI02	Gybo	1913UK10	Mirage	1955CH01	Starwagon	1937		
Carin II	1941	Hakahala	1935	Miranda II	1937	Steam	1921DE02		
Carmela	1924SE06	Hanko II	1928NO02	Mizar III	1947	Stella Polaris	1929FI01		
Catherine	1935UK01	Hanko III	1955NO02	Monsoon	1924SI01	Stromer	1963CH01		
Challenge	1934US03	Houri	1911UK04	Monya	1924FI01	Sun Ray	2005DK01		
Cinq Août	1926FR07	Høvding	1947	Mood	1936US01	Sunshine	1927UK01		
Ciocca II	?	Hunding VII	1935DE05	Mosquito	1913NO03	Suzan	1935DE08		
Circe	1937US02	Hurricane	?	Musette	1909UK03	Syce	1922US11		
Clyde	1955UK02	Hypnos	1930DE01	Mystery	1931	Taiaut	1949CH01		
Clymène II	1959NO01	Ian	1929SE03	Nada	1930UK03	Talizman	1942		
Clytie II	1927US04	Indian Scout	1935US01	Namoussa	1937NO01	Tao	1934US04		
Colibri	?	Ingegerd	1928	Nancy	1932US01	Tara	1937SE01		
Colibri	1927FR01	Irene	1930NO05	Neerlandia	1913NL01	Thistle	1947UK04		
Cutty	1931	Irma	1943FI01	Nisidia	1937SE02	Tieger	1928		
Dan	1930NO01	Irmii V	1936DE03	Nitra	1928FR10	Tien Hoa	1922US02		

Sail No.	Launch Year or Hull Code	Sail No.	Launch Year or Hull Code	Sail No.	Launch Year or Hull Code	Sail No.	Launch Year or Hull Code	Sail No.	Launch Year or Hull Code
?	?	DE		FI		HU		UK	
?	?	GER 1	1909DE01	FIN 1	1925FI01	M 1	1928	GBR 1	1932UK01
?	?	GER 2	1928DE02	FIN 2	1922FI01	M 2	1942	GBR 3	1911UK04
?	?	GER 3	1925	FIN 3	1943FI01	IT		GBR 4	1915NO01
?	?	GER 7	1914DE01	FIN 5	1923FI01	ITA 21	1925	K 5	1927UK01
?	1913NL01	GER 8	1909	FIN 6	1927FI01	ITA 32	1925IT03	K 7	1928UK01
?	1913UK10	G 9	1934NO03	FIN 7	1924FI01	ITA 48	1928	K 8	1924UK01
?	1914NO	GER 15	1921DE02	L 8	1913NO03	I 58	1938	K 9	1955NO01
?	1930UK03	GER 16	1935DE02	FIN 12	1930SE05	ITA 60	1938	K 14	1935UK02
?	1931NO03	GER 17	1935DE07	FIN 14	1926FI01	ITA 63	1947	GBR 15	1926UK04
?	1947SE03	GER 18	1935DE08	L 14	1909UK03	I 64	?	K 17	1927
AR		GER 19	1935DE05	FIN 17	1936FI02	ITA 66	1949	GBR 19	1920NO01
A 1	1923IT02	GER 21	1935SE05	FIN 18	1923SE07	MC		GBR 19	1925UK03
AT		GER 22	1935DE04	FIN 19	1926SE04	MON 45	1955CH01	K 22	1911UK10
AUT 7	1926	GER 25	1935DE03	FIN 21	1938FI02	NL		GBR 25	1921US02
OE 13	1926FR04	G 26	1936	FIN 22	1927FI02	NED 8	1925NO01	GBR 28	1932US01
OE 45	1946	GER 27	1926SE03	FIN 24	1929FI02	H 10	1926NL01	GBR 30	1926NO01
AUT 48	1963CH01	GER 28	1936DE01	FIN 25	1928FI01	NED 19	1932UK03	GBR 32	1931NO02
AU		GER 30	1946UK02	FIN 28	1929FI03	H 21	1925SE01	GBR 34	1924SI01
KA 1	1937UK01	GER 37	1938DE02	FIN 29	1929FI04	NED 27	1939NO03	GBR 40	1930UK06
KA 2	1946	G 37	1936DE03	FIN 30	1937SE04	NO		GBR 42	1934UK01
KA 3	1934	GER 38	1938DE01	FIN 31	1938SE02	N 8	1922NO02	K 45	1934UK04
KA 4	1937	G 38	1949CH01	FIN 35	1924FI01	N 22	1925NO02	K 47	1935UK01
KA 5	?	GER 39	1939DE01	FIN 36	1935FI01	N 29	1927NO03	GBR 48	1946UK01
KA 15	?	GER 41	1939DE02	FIN 38	1936FI01	N 30	1928NO02	K 49	1947UK01
KA 16	?	GER 43	1930DE01	FIN 39	1936FI04	N 31	1928	GBR 57	1938UK02
BE		GER 44	1912NO01	FIN 40	1937FI01	N 39	1929NO02	GBR 61	1930ES01
B 10	1936UK01	GER 59	1936NO04	L 42	1912UK07	N 43	1931	GBR 66	1937US07
BEL 17	1914UK10	GER 67	1928	FIN 43	1938	N 61	1936NO08	GBR 67	1943CH01
B 66	1959NO01	GER 68	1938FI01	FIN 44	1938FI03	N 63	1937NO05	GBR 69	1933
BR		GER 77	1921DE01	L 46	1939	N 71	1939NO04	K 72	1947UK04
BRA 1	1912DK01	DK		FIN 49	2007FI01	N 78	1947	GBR 91	1945CH02
BRA 2	1933	C 17	1914	FIN 50	1948SE01	N 83	1957NO01	US	
CA		DEN 3	1921DE05	FIN 51	1946SE01	NOR 86	1937	US 1	1922US12
KC 5	1938UK01	D 4	1921	FIN 52	1934SE02	N 88	1928SE07	US 3	1921US04
KC 6	1938	D 15	1922NO07	FIN 53	1936SE03	PL		US 5	1922US02
KC 8	1937FI02	D 20	1924DK03	FIN 56	1930SE01	POL 4	1927UK03	US 15	1922US11
CAN 8	1941	D 29	1926NO02	FIN 57	1924SE05	SE		US 23	1924US07
KC 9	1937	D 42	1931	FIN 59	1929SE03	S 1	1921SE03	US 33	1927US04
KC 10	1947SE01	DEN 43	1930NO01	FIN 60	1940FI01	SWE 1	1907SE01	US 35	1928US03
KC 11	1930UK04	D 48	1935	FIN 61	1950SE01	SWE 3	1922SE12	US 37	1925
KC 12	1938DK02	D 53	1936	L 62	?	SWE 4	1922NO09	US 42	1929US01
KC 15	1948UK01	DEN 58	1937NO04	FIN 63	1937NO02	SWE 6	1937SE03	US 43	1930US09
KC 16	1933UK01	DEN 62	?	FIN 64	1933NO04	SWE 9	1923SE01	USA 51	1930US07
KC 17	1939UK02	DEN 64	2005DK01	FIN 65	1946CH01	SWE 14	1923SE02	US 54	1931US01
KC 19	1934UK02	ES		FIN 67/ US 80	1938US01	SWE 15	1924SE06	US 55	1931US02
KC 21	1930DK01	E 22	1927FR01	FIN-68	1939	SWE 16	1923SE08	US 56	1931US03
KC 22	1952UK01	FR				SWE 21	?	US 57	1931
KC 24	1936US01	FRA 12	1945CH01	FRA 12	1945CH01	SWE 22	1928	US 63	1934US02
KC 26	1936DK01	FRA 14	1936NO01	FRA 14	1936NO01	SWE 23	1933SE02	US 63	1934
CH		FRA 20	1937SE01	FRA 20	1937SE01	SWE 24	1911FI01	US 64	1934US04
Z 1	1929	F 26	1926FR07	F 26	1926FR07	SWE 25	1933SE01	US 65	1934US03
Z 2	1929	FRA 27	1928FR05	FRA 27	1928FR05	SWE 31	1939SE04	US 66	1935US01
Z 8	1940SE01	FRA 28	1909UK07	FRA 28	1909UK07	SWE 36	1930SE03	US 69	1946
SUI 11	1932FR02	FRA 33	1937SE02	FRA 33	1937SE02	SWE 37	1926SE02	US 72	1937US05
Z 13	1928	FRA 40	1931NO01	FRA 40	1931NO01	SWE 38	1930SE04	US 73	1936NO02
Z 15	1930	FRA 59	1937NO01	FRA 59	1937NO01	SWE 42	1925SE02	US 74	1937US02
Z 16	1933	FRA 60	1934FR02	FRA 60	1934FR02	SWE 49	1922	US 79	1937
Z 17	1933	FRA 65	1931FR02	FRA 65	1931FR02	SWE 56	1939SE03	US 81	1938US02
Z 19	1934	FRA 72	1928FR10	FRA 72	1928FR10	SWE 60	1929FI01	US 83	1948US01
Z 23	1938	F 75	1935DE01	F 75	1935DE01	SWE 72	1929SE01	US 87	1952SE01
Z 24	1933FR01	FRA 77	1931FR03	FRA 77	1931FR03	SWE 80	?	US 88	1946
Z 26	1921UK02	FRA 79	1930FR07	FRA 79	1930FR07	S 82	1935	US 89	1934DK01
Z 28	1951	FRA 85	1936FR01	FRA 85	1936FR01	SWE 136	1932NO03	US 90	1930NO05
Z 37	1938	FRA 86	1939FR03	FRA 86	1939FR03			US 90	1948NO01
Z 40	1947	FRA 88	1939FR05	FRA 88	1939FR05			US 91	1935NO02
Z 42	1934NO04	FRA 90	1948FR01	FRA 90	1948FR01			US 94	1954NO01
Z 43	1936	FRA 99	1933NO01	FRA 99	1933NO01			US 96	1955NO02
Z 44	1952NO01	FRA 105	1953SE01	FRA 105	1953SE01			US 97	1956CA01
Z 45	1954	FRA 108	1955UK01	FRA 108	1955UK01			US 99	1947SE02
SUI 46	1935UK03	FRA 109	1955UK02	FRA 109	1955UK02				
SUI 67	1960	FRA 111	1950NO01	FRA 111	1950NO01				
Z 70	1947	FRA 119	1937US01	FRA 119	1937US01				
SUI 70	?	FRA 120	1926IT01	FRA 120	1926IT01				
Z 102	1952FR01								

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Architect short name	Launch Year or Hull Code	Architect short name	Launch Year or Hull Code	Architect short name	Launch Year or Hull Code	Architect short name	Launch Year or Hull Code	Architect short name	Launch Year or Hull Code
?	?	Anker, J	1922NO07	Estlander	1928	Hope	1909UK03	Rasmussen	1938DE01
?	?	Anker, J	1925NO02	Estlander	1928	Hope	1914UK10	Rasmussen	1939DE02
?	?	Anker, J	1926NO01	Estlander	1924SE06	Hoyt, C	1924US07	Reimers	1935
?	?	Anker, J	1926NO02	Estlander	1926SE02	Iversen	1936	Reimers	1946
?	?	Anker, J	1932NO03	Estlander	1927FI01	Jacobsson	1936FI01	Reimers	1936DK01
?	?	Anker, J	1933NO01	Estlander	1929SE03	Jensen, C	1935NO02	Reimers	1937SE01
?	?	Anker, J	1933NO04	Estlander	1930SE01	Jensen, C	1939NO04	Reimers	1945CH01
?	?	Anker, J	1937NO04	Estlander	1930SE03	Kristoffersen	1946	Reimers	1946CH01
?	1914	Anker, J	1939NO03	Estlander	1955CH01	Kristoffersen	1946	Reimers	1949CH01
?	1922	Arbaut	1926FR04	Fife & Son	1924UK01	Kyntzell	1938	Robert	1929NO02
?	1925	Arbaut	1928FR05	Fife & Son	1927UK01	Kyntzell	1939	Robert	1931NO01
?	1942	B&A	1937NO01	Fife & Son	1928UK01	Kyntzell	1941	S&S	1938
A&G	1927FR01	B&P	1922US12	Fife & Son	1930UK03	Kyntzell	1937FI02	S&S	1947
A&J	1913NO03	Baglietto, P	1938	Fife & Son	1930UK04	Kyntzell	1938FI03	S&S	1954
A&J	1931NO02	Baglietto, P	1938	Fife & Son	1932UK03	Kyntzell	2007FI01	S&S	?
A&R	?	Baglietto, P	1949	Fife & Son	1933UK01	Laurin	1938	Schultz	1915NO01
A&R	1938DE02	Baglietto, P	1925IT03	Fife & Son	1934UK01	Laurin	1947SE01	Slotte	1943FI01
Aas	1928	Baglietto, P	1926IT01	Fife, W	1912UK07	Laurin	2005DK01	Stenbäck	1911FI01
Aas	1937	Baglietto, V	1923IT02	Fife, W	1923SE07	Laws	1913UK10	Stenbäck	1937SE04
Aas	1946	Barber	?	Fife, W	1925UK03	Lehmann	1936DE01	Stenbäck	1938FI02
Aas	1951	Becker, H	1939	Fife, W	1935UK03	Lentsch	1913NL01	Stenbäck	1939SE03
Aas	1914NO	Becker, H	1933SE01	Fife, W	1955UK02	Lentsch	1926NL01	Stephen, J	1932UK01
Aas	1922NO02	Becker, H	1940FI01	Fife, W&R	1934	Liljegren	1909	Stephens	1929US01
Aas	1925NO01	Berg	1947	Fife, W&R	1937	Luders	1930US07	Stephens	1931US01
Aas	1927NO03	Blake	1924SI01	Fife, W&R	?	Luders	1934US03	Stephens	1931US03
Aas	1928NO02	Bothén	1928	Fife, W&R	?	Luders	1937US02	Stephens	1932US01
Aas	1929SE01	Bothén	1928SE07	Fife, W&R	1934UK02	Luders	1937US07	Stephens	1934US02
Aas	1930NO01	Bothén	1933SE02	Gardner	1921US04	Martens	1935DE05	Stephens	1936US01
Aas	1930NO05	Boyd	1947	Gielow	1928US03	McGruer, J	1939UK02	Stephens	1937US01
Aas	1931NO03	Boyd	1947UK04	Giles	1927UK03	McGruer, J	1946UK01	Stephens	1937US05
Aas	1934DK01	Boyd	1952UK01	Giles	1930ES01	McGruer, J	1947UK01	Stephens	1938US01
Aas	1934NO03	Boyd	1955UK01	Glen-Coats	1926UK04	Mower	1922US02	Stephens	1938US02
Aas	1934NO04	Bréguet	1934FR02	Guédon	1926FR07	Mylne	1930	Stephens	1948US01
Aas	1936NO01	Burgess	1921US02	Guédon	1928FR10	Mylne	1911UK10	Stephens	1952SE01
Aas	1936NO02	Burmester	1935DE04	Hacht	1909DE01	Mylne	1921UK02	Stephens	1956CA01
Aas	1936NO04	C&G	1933FR01	Hacht	1914DE01	Mylne	1930UK06	Stephens	1963CH01
Aas	1936NO08	C&N	1935UK01	Hansen, W	1912DK01	Mylne	1934UK04	Sundén	1926
Aas	1937NO02	C&N	1937UK01	Herlin	1921SE03	Mylne	1935UK02	Sundén	1939SE04
Aas	1937NO05	C&N	1946UK02	Holm, T	1928	Neesen	1925	Sundén	1940SE01
Aas	1947SE03	C&N	1948UK01	Holm, T	1938	Nicholson	1909UK07	S-W	1934US04
Aas	1948NO01	Camatte	1929	Holm, T	1960	Nicholson	1924SE05	S-W	1954NO01
Aas	1950NO01	Camatte	1929	Holm, T	1922SE12	Nicholson	1936UK01	Wahl	1925FI01
Aas	1952NO01	Camatte	1933	Holm, T	1923SE08	Nicholson	1938UK01	Wahl	1936FI04
Aas	1955NO01	Camatte	1933	Holm, T	1925SE01	Nicholson	1938UK02	Wedellsborg	1938DK02
Aas	1955NO02	Camatte	1934	Holm, T	1926SE03	Nygren	1923SE01	Westin	1933
Aas	1957NO01	Camatte	1947	Holm, T	1930SE05	Nygren	1923SE02	Westin	?
Aas	1959NO01	Camatte	1930FR07	Holm, T	1934SE02	Stephens	1934	Westin	1922FI01
Alden	1922US11	Camatte	1931FR02	Holm, T	1935FI01	Olofsson	1926FI01	Westin	1923FI01
Andersson, Albin	1907SE01	Camatte	1931FR03	Holm, T	1935SE05	Olofsson	1928FI01	Westin	1924FI01
Anker, J	1921	Camatte	1932FR02	Holm, T	1936SE03	Olofsson	1929FI02	Westin	1925SE02
Anker, J	1925	Camatte	1936FR01	Holm, T	1937FI01	Olofsson	1929FI03	Westin	1927FI02
Anker, J	1927	Camatte	1939FR03	Holm, T	1937SE02	Olofsson	1929FI04	Westin	1929FI01
Anker, J	1928	Camatte	1939FR05	Holm, T	1937SE03	Olofsson	1934FI01	Westin	1938FI01
Anker, J	1931	Camatte	1948FR01	Holm, T	1938SE02	Olofsson	1936FI02	Whiton	1937
Anker, J	1931	Camatte	1952FR01	Holm, T	1946SE01	Payne	1911UK04	Whiton	1935US01
Anker, J	1933	Coppinex	1945CH02	Holm, T	1947SE02	R&C	1943CH01	Wilke	1935DE02
Anker, J	1935	Costaguta	1937	Holm, T	1948SE01	Rasmussen	1936	Wilke	1935DE03
Anker, J	1912NO01	Crane	1927US04	Holm, T	1950SE01	Rasmussen	1928DE02	Wilke	1939DE01
Anker, J	1920NO01	Crane	1930US09	Holm, T	1953SE01	Rasmussen	1930DE01	W&W	1931
Anker, J	1921DE01	Crane	1931US02	Holm, Y	1926SE04	Rasmussen	1935DE07	W-W	1936
Anker, J	1921DE02	Dahlstrøm	1924DK03	Holm, Y	1930SE04	Rasmussen	1935DE08	W-W	1930DK01
Anker, J	1921DE05	Drewitz	1935DE01	Holmström	1922NO09	Rasmussen	1936DE03		

Short name	Designer	Builder	Long name	Builder Country	Builder town
A&B		x	Abrahamsson & Börjesson	SE	Ramsö
A&G	x		Pierre Arbaut & A. Godinet		
A&J	x	x	Anker & Jensen Byggnadsår	NO	
A&R		x	Abeking & Rasmussen	DE	Lemwerder
Aas	x	x	Bjarne Aas	NO	
Åbo		x	Åbo Båtvarv	FI	Helsingfors
Abrahamsen, B		x	Björn Abrahamsen	NO	Fredrikstad
Abrahamsen, I		x	Ivar Abrahamsen	NO	Sørengen
Abrahamsson		x	Abrahamsson & Moberg / Abrahamsson & Son	SE	Gothenburg / Färjenäs
Adam		x	Jas. Adam & Sons	UK	Gourock
Akestrom	x		Akestrom, D		
Alden	x		John G. Alden		
Amstel		x	N.V. Verf de Amstel	NL	Amsterdam
Andersson, Albert	x		Albert Andersson		
Andersson, Albin	x		Albin Andersson		
Andersson, J		x	J. Andersson	SE	Göteborg
Ångholm		x	Ångholmens Båtvarf	SE	Långedrag : Gothenburg
Anker&R		x	Anker & Rasmussen	NO	
Anker, J	x	x	Johan Anker	NO	
Anker, S		x	Schiffswerft Anker	DE	Rummelsberg
Antibes		x	Chantier d'Antibes	FR	Antibes
AorB		x	Åbo or Blekholm	FI	Helsingfors
Arbaut	x		Pierre Arbaut		
Arendals		x	Arendals båtvarv	SE	Gothenburg
Arfvidsson		x	Arfvidsson	SE	Göteborg
Armstrong		x	Armstrong Mouldings	UK	
Arnaldi		x	Ets Arnaldi	FR	La Seyne-sur-mer
Auroux		x	Chantiers Auroux	FR	Arcachon
B&A	x		L. Bréguet/B.Aas		
B&B		x	Bonnin & Barré	FR	Lormont
B&F	x		R. Balderston & W Fife		
B&P	x		Burgess & Paine		
B&R	x		Bergström & Ridder		
B/C	x		Burmester/ Calmette		
BADT		x	Blue Arrow Design Team		
Baglietto, P	x	x	P. Baglietto & Co. (Cantieri Navali)	IT	Varazze/Varese
Baglietto, V	x		Vincenzo Vittorio Baglietto		
Bälsta		x	Bälsta	SE	
Banner		x	R. S. Banner	UK	
Barber	x		A.C. Barber		
Barg	x		G. Barg		
Barnett		x	W.H.(Bill) Barnett Pty/Billy Barnetts Boatyard	AU	Sydney
Barré		x	P. Barré	FR	Lormont
Båtbyggarna		x	Båtbyggarna Ab	SE	Rönäng and/or Stenungsund
Bath		x	Bath Iron Works	US	Bath, Maine
Bava	x	x	A. Bava	IT	Sturla
Becker, C	x		C.Becker		
Becker, H	x	x	Harry Becker	SE	
Beltrami	x	x	Cantieri Beltrami	IT	Vernazzola
Benzon	x		Alfrd Benzon		
Beraza		x	F. de Beraza		
Berg	x				
Berthon		x	Berthon Boat Co	UK	Lymington
Bertrand, F	x		F. Bertrand		
Bertrand, T	x		T. Bertrand		
Biatel		x	Biatel	AT	
Blake	x		Maxwell Blake		
Blekholm		x	Blekholmens varv - E. Suortti	FI	Helsinki
Bonnin		x	Ets G. Bonnin	FR	Lormont
Borgå		x	Borgå Båtvarf	FI	Borgå
Borge		x	Borge Bringsvaerd		
Bosquain	x		Bosquain		
Bossuet		x	Bossuet Fils (Bousset?)	FR	Arcachon
Botha	x				
Bothén	x		Bertil Bothén		
Böttcher		x	Böttcher	DE	Hamburg

Short name	Designer	Builder	Long name	Builder Country	Builder town
Boyd	x		D. Boyd		
Bréguet	x		Louis Bréguet		
Brookes		x	Brookes Boats Company Ltd (run by Douglas Chivers)	KN	St Kitts
BS&P	x		Burgess, Swasey & Paine		
Buchholz		x	Buchholz	DE	Berlin
Bühnemann		x	F. Bühnemann	DE	Friedrichshagen
Burgess	x	x	W. S. Burgess/ Burgess, Swasey, Paine	US	Provincetown, MA
Burmester		x	Burmester	DE	Bremen
Burnham		x	Burnham Yacht Building Co.	UK	
		x			Port Bannatyne / Ardmaleish , Isle of Bute
Bute			Bute Slip & Dock Co.	UK	Bute
C&G	x		Camatte & Godinet		
C&N	x	x	Camper & Nicholson	UK	Gosport
C&R		x	Chaptois & Raguenaud	FR	Nantes
Ca		x	Ca	UK	
Cadranell		x	B.Cadranell	US	Seattle
Camatte	x		Camatte		
Cardona		x	M. Cardona	ES	Barcelona
Carlssons		x	Sune Carlssons Batvarv	SE	
Catus	x		Baron J. de Catus		
Chance	x		Britton Chance, Jr.		
Charpentier		x	Ets Charpentier	FR	St Servan
Chevreux	x		M.Chevreux		
Chiesa		x	Attilio Chiesa & fils	FR	Cannes
Christophersen		x	Chr. H. Christophersen	NO	Husvik
Collignon		x	Ets Collignon	FR	Le Havre
Coninck		x	Coninck & Co	FR	Maisons Laffitte
Conti		x	G.Conti	FR	Nice
Coppinex	x		Henri Coppinex		
Corsier		x	Chantier Naval Corsier Port	CH	Geneva
Costaguta	x	x	A. U. Costaguta & Co.	IT	Voltri
Coverdale		x	P.G. Coverdale	AU	Hobart, Tasmania
Craff		x	Ets Craff	FR	Quimper
Crane	x		Crane, Clinton H.		
Crotcher		x	Ian Crotcher	UK	
D&A	x		Damase/Arbaut		
D&H		x	Dixon Bros & Hutchinson	UK	Exmouth
D&L	x		Ed Dubois & Ben Lexcen		
D&M		x	Ets Daniel & Mitre	FR	St Servan
Dahlstrøm	x		O.W. Dahlstrøm		
Daniels	x		W.J. Daniels		
Dawson	x		Dudley Dawson		
Deschamps		x	Ets Deschamps	FR	Sartrouville
Despujols		x	Despujols	FR	Arcachon
Dickie		x	AM.Dickie	UK	Tarbert
Drewitz	x		Reinhart Drewitz		
Dubois	x		Ed Dubois		
Durr		x	Philippe Durr	CH	Versoix
E/K	x		Elvstrøm/ Kjærulff		
Egger		x	Chantiers Egger	CH	
Eichenlaub		x	Carl Eichenlaub	US	Brightlingsea, California
Elephant		x	Elephant Boatyard (a.k.a. Boutley Yard???)	UK	Southampton
Engelbrecht	x	x	Engelbrecht, C	DE	Zeuthen
Eriksson		x	E. Erikssons varv	SE	Strängnäs
Estlander	x		Gustaf Estlander		
Ewen	x		CL Estrange Ewen		
F/M		x	Fife / Mc Millan	UK	Fairlie
Falshaw		x	Lloyd Falshaw	AU	Melbourne
Fife & Son	x	x	W. Fife & Son	UK	Fairlie
Fife, W	x	x	William Fife	UK	Fairlie
Fife, W&R	x		W. & R. B. Fife		
Filtvedt		x	Filtvedt Båtbyggeri	NO	Filtvet
Fiorentino		x	Fiorentino	IT	Naples
Fox	x		Uffa Fox		
Franke	x		Franke		

Short name	Designer	Builder	Long name	Builder Country	Builder town
Fredrikssund		x	Fredrikssund Skibsværft	DK	
G&D	x		Guédon & Delanoy		
G&K	x		L. Gautier & Kermoal		
G&L		x	Grenier & Lemarchand	FR	Le Havre
G/R	x		Giles/Rasmussen		
Gale		x	H. Gale & Co	UK	Cowes
Gardner	x		W. Gardner		
Garland		x	Trevor Garland	AU	Sidney
Gibbs		x	H. Gibbs	UK	Hampton Wick
Gielow	x		Henry J. Gielow, Inc		
Giles	x	x	Morgan Gilles	UK	Teignmouth
Giovannelli	x		Cav. Comm. Francesco Giovanelli		
Gjerstad		x	Jacob S. Gjerstad	NO	Bergen
Glen-Coats	x		Sir Thomas C. Glen-Coats		
Goetz		x	Eric Goetz Custom	US	
Granstom		x	Granstrom Boatyard	FI	Hangö
Griffin		x	H. Griffin	AU	Sydney
Grigg	x		Allan D.Grigg		
Grobéty		x	Jean Grobéty		
Grossi	x	x	Ets L.Grossi	FR	Marseilles
Guédon	x		J. Guédon		
Guldbranssen		x	O. Guldbranssen & Son	SE	Göteborg
H&G	x		Hoyt & Gielow		
H&N	x		Tore Holm/Peter Norlin		
H&W		x	Høyberg og Weiss	DK	Köpenham
H,H		x	Hart, Harden & Co	UK	Hampton Wick
Hacht, W	x		von Hacht, Willy		
Hacht-Werft		x	von Hacht-Werft	DE	Hamburg
Hägerstens		x	Hägerstens båtvarv	SE	
Haglund	x		Henning Haglund		
Hamel		x	Ets G.Hamel	FR	Cannes
Hanan	x		A.G. Hanan		
Hanko		x	Hanko Biscuit / Hango Kexfabrik	FI	
Hansen, A		x	Aslak Hansen / Drammen Slip og		
	x		Baadbyggeri	NO	Drammen
Hansen, J		x	Jacob Hansen	DK	Kastrup
Hansen, R	x		Hansen, R		
Hansen, W	x		Werner / Walter Hansen		
Hart	x		E.P. Hart		
Hästholmsvarvet		x	Hästholmsvarvet	SE	Stockholm
Havelwerft		x	Havelwerft	DE	Potsdam
Heidtmann	x	x	Heidtmann, H	DE	Hamburg
Hempel	x		Juliane Hempel		
Henriksen	x		H. Henriksen		
Héride	x		Héride		
Herlin	x		Tore Herlin		
Herreshoff Mfg		x	Herreshoff Manufacturing Co. Inc.	US	Bristol, Rhode Island
Herreshoff, A	x		A. Sidney DeWolf Herreshoff		
Herreshoff, L		x	L. Francis Herreshoff (Lewis Francis Herreshoff)		
Hestehauge		x	Skibs. Gamle Hestehauge	SE	Svendborg
Hève		x	Chantiers & Forges de la Hève	FR	Le Havre
Hietalahti		x	Hietalahti Dockyard	FI	
Holm		x	Holm,	SE	Gamleby
Holm, K	x		Knut Holm	SE	Gamleby
Holm, T	x		Civilingenjör Tore Holm		
Holm, Y	x		Yngve Holm		
Holmens		x	Holmen Yachtvaerft A/S	NO	Asker
Holms Häst		x	Hästholmsvarvet	SE	
Holms Tore		x	AB Tore Holms Yachtvarv	SE	Gamleby
Holmström	x		Carl Holmström		
Holth	x		Arthur Holth		
Hope	x		Linton Hope		
Howlett	x		Ian Howlett		
Hoyt, C.	x		C. Sherman Hoyt		
Hoyt, F	x		Frederick M. Hoyt		
Iverssen	x	x	Jacob M. Iverssen	NO	Soon/Onsala
J&O		x	Johansson & Ottoson	SE	

Short name	Designer	Builder	Long name	Builder Country	Builder town
J&V	x		Judel & Vrolijk		
J&Z		x	Jansson & Zarins Båtbyggarna	SE	
Jacob		x	Robert Jacob	US	City Island, NY
Jacobson		x	Bröd. Jacobson Båtb. & Sundén Yachting		
Jacobsson	x		Gunnar Jacobsson		
Jensen, C	x		Christian Jensen		
Jensen, J		x	Jorgen Jensen	DK	Roskilde
Jensen, W	x		Jensen, W		
Jespersen		x	Eric Jespersen	US	
Johanneson		x	Johanneson Båtvärf	SE	Göteborg
Jones	x		Stephen Jones		
Jonsson		x	A. Jonsson	SE	
K F&S		x	Kjøbenhamns Flydedok & Skibsv.	DK	Copenhagen
K Y&M		x	Kjøbenhavns Yacht & Motorbads Værft	DK	Copenhagen
Karrpard		x	Astilleros Karrpard	ES	Pasages
Kermöäl	x		G. de Kermöäl		
King		x	W. King & Sons	UK	Burnham-on-Crouch
Kirby	x		Bruce Kirby		
Kolbjornsvik		x	Kolbjornsvik Baabyggarna	NO	Arendal
Köpenmamns		x	Köpenmamns Flydk. & Skbs.	DK	Copenhagen
Kristiania		x	Kristiania Slip & Baadb.	NO	Kristiania / Oslo
Kristoffersen	x		Erling Kristoffersen		
Kröger	x	x	Kröger	DE	
Kuhn			Kuhn	RU	St. Petersburg
Kungsörs		x	Kungsörs båtvarv	SE	
Kyntzell	x		Gösta Kyntzell		
L&H		x	Ets Luce & Houlier	FR	Le Havre
L&J		x	Lundin & Johansson	SE	Fiskebäck (Göteborg region)
L&W		x	Willi Lehmann & Oscar Weber	DE	
L/M	x		Lürssen/ Möhring		
Larsens		x	K.A. Larsens Baadbyggeri	NO	Langesund
Laurin	x		Arvid Laurin		
Lawley		x	G. Lawley & Son Corp.	US	Neponset, Massachusetts
Laws, G.U.	x		G.U. Laws		
Laws, G.V.	x		G.V. Laws		
Le Marchand		x	Vincent Le Marchand & Co	FR	Cannes
Lee		x	Bill Lee Custom Racing Yachts	US	Soquel, California
Lehmann	x	x	Lehmann, Willi	DE	Woltersdorf
Lemposaari		x	Lemposaari	FI	Wiborg
Lentsch	x	x	G. de Vries Lentsch	NL	Amsterdam / Nieuwendam
Letcher	x		T.C. Letcher		
Lie		x	Sigurd Lie	NO	Sarpsborg, Sannesund
Liljegren	x		C.O.Liljegren		
Lindholm	x		A. v. Lindholm		
Litton		x	Paul Litton	UK	
Ljungberg	x		Knut Ljungberg		
Luce		x	Chantiers Luce	FR	Petit Genevilliers
Luders	x	x	A.E. Luders / Luders Marine	US	Stamford, Connecticut
Lürssen		x	Lürssen	DE	
M&M		x	Ets Monimeau fils & Meyney	FR	Lormont
M/B		x	A. Mylne / Bute Dock	UK	Bute
Maartmann	x		Chr. Maartmann		
Macario		x	B. Macario	FR	Deauville
Malcolm		x	A. Malcolm, Patent Yacht Slip (later merged with Bute Dock & Slip - TS e-mail 31/1/06)	UK	Port Bannatyne, Isle of Bute
Martens	x				
Martin		x	Martin Boat Co.	US	
Maynard		x	F.G. Maynard	UK	Chiswick
McAlister		x	R. McAlister & Sons	UK	Dumbarton
McDonald		x	A. McDonald & Co.	UK	Southampton
McGruer & Son		x	McGruer & Son	UK	
McGruer, J	x	x	James McGruer	UK	
Méran	x		M.Méran		
Meyne	x		Meyne		
MG&M		x	Morgan Giles & May Ltd.	UK	Hammersmith / Hythe
Michel		x	Ets Michel	FR	Joinville
Minn		x	Minn, Karl	DE	Reuteneu

Short name	Designer	Builder	Long name	Builder Country	Builder town
Mobergs		x	Mobergs varv	SE	Önnered
Monti		x	Chantiers Monti	FR	Nice
Mower	x		Mower, C. D.		
Mull	x		Gary Mull		
Müller, A	x		Müller, Arnold		
Müller, H	x		H. Müller		
Myline	x	x	Alfred Myline	UK	Bute
N&H	x		Peter Norlin & Ian Howlett (keel)		
N/O		x	H. Nodbäck/Einar Olofsson	FI	Helsinki
N/S		x	Neglinge/Strommens	SE	Motala
Nagar		x	A. Nagar & Co.	IT	Naples / Baja
Naglo	x		Fritz Naglo		
Neesen		x	A. Neesen	DE	Travemünde
Neglinge		x	Neglinge	FI	
Neptun		x	Act. Ges. Neptun	DE	Rostock
Nervion	x	x	Astilleros del Nervion	ES	Bilbao
Nevins		x	Henry B. Nevins Boatyard	UK	City Island, NY
New Orleans		x	New Orleans Marine	US	New Orleans, LA
Nicholson	x		Charles E. Nicholson		
			N.H. Nielsen		Skobshoved ~ Skovshoved
Nielsen		x		DK	~Skovshed
Nordbjaerg		x	Nordbjaerg	DK	Copenhagen
Norlin	x		Peter Norlin		
Norrtälje		x	Norrtälje Båtvarv	SE	
Nygren	x		Axel Nygren		
Oerst	x		Max Oertz		
Oerst Yw		x	Max Oertz Yachtwerft	DE	Hamburg
Oester		x	J.Oester Rolle	FR	
Olofsson	x		Einar Olofsson		
Önnereds		x	Önnereds Batvar	SE	
Ormestad		x	Ormestad Slip & Båtbyggeri	NO	
P&H	x		Pettersson, P. & Howlett, I		
Pabst		x	Pabst Werft	DE	Cöpenick
Paine	x		Paine		
Pallavicino	x		P. Pallavicino		
Palm		x	Roland Palm	SE	
Papst		x	Papst-Werft (= Ryswerft?)	DE	
Paumelle	x		A. Paumelle		
Paus		x	Sev. N. H Paus	NO	Oslo
Payne	x		A. E. Payne		
Payne, Jr	x		A. E. Payne, Jnr.		
PBS	x		Paine, Belknap & Skene		
Pencarrow		x	Pencarrow	UK	
Peterson, D	x		Doug Peterson		
Pettersen		x	Pettersens Vft	DK	
Pettersson, H		x	H. Pettersson / Ornholmens Bvf	FI	Helsinki
Pettersson, P	x		Pelle Pettersson		
Plyms		x	Plyms varv	SE	Neglinge
Polson	x	x	Polson Iron Works Ltd.	CA	Toronto
Portier		x	Chantier Naval Portier	CH	Meilen
Potter	x		Potter		
Puget		x	Puget Sound Boat Works	US	
Quernel	x		J. Quernel		
R&C	x		Knud Reimers & Henri Coppinex		
R/R		x	Rajasaari/Råholm Boatyard		
Råholmens		x	Råholmens Båtvarv	FI	
Rambeck	x	x	A. Rambeck	DE	Starnberg
Ranzatto		x	G. Ranzatto	IT	Pola
Rasmussen	x		H. Rasmussen		
Ratz		x	Joh. Ratz	AT	St. Gilgen
Reimers	x		Knud Reimers		
Rennie		x	G. Rennie & Co.	UK	Greenwich
Robert	x		Henrik Robert		
Roberts		x	Alexander Roberts Co.	US	
Robertson		x	Alex Robertson & Sons	UK	
Rödösund		x	Rödösund Batvarv	SE	
Roeis		x	P. Roeis & fils	BE	Antwerp
Romano		x	Romano & Co	FR	Cannes / La Ciotat

Short name	Designer	Builder	Long name	Builder Country	Builder town
Ruocco			A. Ruocco	IT	Castellamare / Stabia
S&H	x		H.I. Svenningsen & Hansen		
S&P		x	Summers & Payne, Ld	UK	Southampton
S&S	x	x	Sparkman & Stephens	US	
Sagredo		x	Hermano Sagredo	ES	Bilbao
Sailing Progress		x	Sailing Progress	SE	
Saltsjöbaden		x	Saltsjöbaden	SE	
Sangermani		x	Sangermani	IT	Lavagna
Sarin		x	Edy Sarin	FI	Öja
Savage		x	J.T. Savage	AU	Melbourne
Schelin	x		Schelin, Oskar		
Schreiber	x		R.G. Schreiber		
Schröder	x		H. Schröder		
Schulstock	x	x	O.E. Schulstock	DK	Tønsberg
Schultz	x		Wilhemn Schultz		
Sénécal		x	A.Sénécal	FR	Les Mureaux
Slotte	x		Birger Slotte		
Smedsuddens		x	Smedsuddens Båtvarf	SE	Stockholm
Smith	x	x	A. Smith	UK	Tignabruaich
Soon		x	A/S Soon Slip & Baatbyggeri	NO	Oslo
SorW	x		Gunnar Stenbäck and/or Zake Westin		
Spillersboda		x	Spillersboda	SE	
Stein	x		Stein, E		
Stenbäck	x		Gunnar Stenbäck		
Stephen, A.		x	A.Stephen & Sons Ltd.	UK	Glasgow
Stephen, F	x		F. J. Stephen		
Stephen, J	x	x	J.G. Stephen	UK	
Stephens	x		Olin Stephens		
Stockholm B		x	Stockholm Boat / Stockholms By	SE	Stockholm
Stockholm D		x	Stockholm Dykeri Ab	SE	Hästholmen
Stone	x	x	Stone Boatyard	US	
Stone	x		Stone		
Stribeau		x	Stribeau & Co	FR	Lormont
Sundén	x		Tord Sundén		
Sune Carlsson		x	Sune Carlssons Båtvarv	SE	
Svendsen, B		x	Brøderna Svendsen	DK	Refshaleøen / Copenhagen
Svendsen, J			Jacob Svendsen =?= Kjøbenhavn =?=?		
		x	Köpenmamnns	DK	Refshaleøen / Copenhagen
Svendsen, S		x	Svend Svendsen	DK	Kastrup
Svenningsen	x		Svenningsen H.I.		
S-W	x		Stephens, O. - Whiton, Herman C.		
Taylor		x	J.J. Taylor & Sons Ltd.	CA	Toronto
Texier		x	Texier fils ainé	FR	Petit Genevilliers
Thompson		x	Thompson GRP	UK	Southampton
Thornycroft		x	Thornycroft Scandinavia	DK	
Trahamssen		x	Trahamssen-Ramsee	SE	
Traüag	x		Traüag		
Travag		x	Travag	DE	
Tyson		x	T.J. Tyson	AU	Waratah, N.S.W
Ugo	x		A. Ugo		
Uhro	x		Arvo Urho		
United		x	United Eng.	SI	Singapore
Urho		x	Arvo Urho	FI	M
Ussing	x		L.W. Ussing		
Vallon	x		J. du Vallon		
Van Hove		x	Van Hove	BE	Brussels
Vertens	x	x	Vertens	DE	
Voogt	x		H.N. de Voogt		
Vries	x		G. de Vries		
W&C		x	Wood & McClure	US	N.Y.
W&W			Witt & Wedell		
Wagner		x	Wilhelm Wagner	DE	
Wahl	x		Harry Wahl		
Wallin	x		Jörgen Wallin		
Wang	x		Jacob Wang		
Watson	x		G. L. Watson		
Wayte	x	x	W.J. Wayte	US	Greenwich, Conn.
Webb		x	Webb Brothers	UK	Hamble

Short name	Designer	Builder	Long name	Builder Country	Builder town
Weber, O	x		Oskar Weber		
Weber, S	x		Sophus Weber		
Wedellsborg	x		Wedell-Wedellsborg E.		
Wertheimer	x		Wertheimer, Brian		
Westermoen		x	Brøderna Westermoen	NO	Mandal
Westin	x		Zake Westin		
White	x		White		
White Bros.		x	White Bros. Yachting & Engineering	UK	Southampton
Whiton	x		Herman C. Whiton		
Wieler	x		Wieler		
Wilenius		x	Wilenius Boatyard	FI	Borgå / Porvoo
Wilke	x	x	Wilke, Benjamin	DE	Kiel-Wellingdorf
Wilmington		x	Wilmington Boatworks	US	
Witt	x		A.. Witt		
Wood		x	B.F. Wood & Sons	US	City Island, NY
Woodnutts		x	Woodnutts	UK	
W-W	x		Weddel-Weddelborg (MS) / Witt (NA)		
Yacht Export		x	Yacht Export KG	CH	

Register of existing classic Sixes - country codes - v. 3

Code	Country
AG	Antigua and Barbuda
AR	Argentina
AT	Austria
AU	Australia
BE	Belgium
BR	Brazil
CA	Canada
CH	Switzerland
DE	Germany
DK	Denmark
ES	Spain
FI	Finland
FR	France
HU	Hungary
IT	Italy
MC	Monaco
NL	Netherlands, The
NO	Norway
PL	Poland
SE	Sweden
SG	Singapore
UK	United Kingdom
US	United States

COLIBRI

Sail no.: ESP-22

Cabin: with 2 bunks

Architect, location & year: P.Arbaut, Le Havre(France) 1927

Ballast keel: 1850 kg. Pb

Backbone: Oak

Frames: Oak

Planking: Mahogany

Hull: Coated with epoxy

Deck: Teak

Spars: Aluminium

Sails: 8 - 50%

Engine: None

Electronics: None

Length overall: 10'78 m.

Moulded depth: 1'80 m.

Beam: 2'04 m.

Total weight: 3850 kgr.

Nature & urgency of restoration required: None

Price: 66 000 €

Location: Valencia (Spain)

Owner: Family Sánchez Reig

e-mail: pacobarbas@ono.com

Classic Six Metre yacht for sale

COLIBRI

Hull Profile



Cockpit layout



Sail plan



Interior of cabin



GULLDISKEN

Names & sail nos.:	SWE 4 (ex S 49) Gulldisken, ex: Voila; Girli; Kub; Gullisken; Illderim; Eola; Stens II; Gan; Nattsexa; Celestin I
Architect, builder, location & year:	Carl Holmström, Lundin & Johansson, Fiskebäck SE, 1935
Ballast keel:	lead
Backbone:	Oak
Frames:	steamed Ash
Planking:	Mahogany
Deck:	plywood
Spars:	original
Sail inventory:	cruising
Winches:	5
Electronics:	none
Length overall:	11.445 m;
Length waterline:	6.515 m.
Beam:	1.875 m.
Total weight:	4029 kg
Modifications:	n
Nature & urgency of restoration required:	None
Rating & year of latest certificate:	2005 – see attached
Price:	150.000 SEK (± 16.200 €)
Location:	Nynäshamn, Sweden
Owner:	Douglas & Kristna Reincke <douglasreincke@msn.com>

Classic Six Metre yacht for sale

GULLDISKEN

Hull cross section



Sail plan



Cockpit layout



Hull profile



GULLDISKEN

Rating Certificate

INTERNATIONAL SIX METRE CLASS Rating Certificate

Yacht Name	Gulldisken
National Letters and Sail Number	SWE 4
Designer	C. Holmström
Builder	Lynöm & Johansson
Building Year	1924
Owner	Douglas Reinöve
Owners Address	Torvgågen 11, 148 30 Ötiro

ISSUE DATE	2007-07-01	 Swedish Sailing Federation
Supersedes former certificate, dated	1989-06-07	
The certificate is valid	2009-07-01	
Validly confirmed by	Pjotr Melnikow	
Signature: <i>Pjotr Melnikow</i>		Group of Authorities

Overall Length		11.445	
Add (Overhang Forward to L)	1.918		
Add (Overhang Aft to L)	2.266		
Subtract Total Overhang	4.182	4.182	
Measured Length		7.263	
Girth at Bow	1.990		
Subtract (Twice Vertical Height at Bow)	1.288		
G at Bow	0.364		
Add 1/30 of Bow, (min 0.270)		0.540	
Girth at Stern	1.070		
Subtract (Twice Vertical Height at Stern)	1.038		
G at Stern	0.532		
Add 1/30 of Stern, (minimum 0.200)		0.311	
Add any penalty at G			8.120
Correct Length, L			0.000
Diag. Penalty			
Real Girth (to sheer to sheer)		4.500	
Freeboard Port at G	0.001		
Freeboard Starboard at G	0.003		
Subtr. Freeboards		1.704	
Girth G		3.240	
1/4 Girth, G			0.934
Subtract (Skin d to d) Starboard	1.712		
Subtract (Chain d to d) Starboard	1.703		
d Starboard		0.009	
Add d			
Subtract (Skin d to d) Port	1.707		
Subtract (Chain d to d) Port	1.698		
d Port		0.006	
		0.018	0.036
2d			0.074
√S			10.484
Add to find sum of measurements			
Add (Mean Freeboard Bow G)	0.733		
Add (Mean Freeboard Niche D)	0.902		
Add (Mean Freeboard Stern D and G)	0.000		
Sum of Freeboards	1.635		
Subtract (10 sum) FREEBOARD, F, max 0.730			0.048
Total of Measurements			14.816
Divide by 2.5 = RATING =			5.926

Overall Length		11.445
Add (Overhang Forward to L)	2.254	
Add (Overhang Aft to L)	2.678	
Subtract Total Overhang	4.932	4.932
Water Line Length		6.513
Beam Extreme		1.875
Tumble Home		0.025
Approximate weight of, and fore aft position of ballast inside		Approx. 120 kg
Areas of Sails	I =	9.175
	J +	2.945
	A =	11.754
	B =	5.200
Maximal =		31.585
Foretriangle Total =		13.512
Foretriangle Total x 0.85 =		11.484
Sail Area for Rating = S =		47.044
√S		6.864

Classic Six Metre yacht for sale

M A R I A N A

Names & sail nos.: FIN-38 (ex L-38) Marian
Architect, builder, location & year: Gunnar Jakobsson , Wilenius Shipyard, Porvoo, 1936
Ballast keel: ~2000 kg lead
Backbone: Iroko
Frames: Steamed Ash
Planking: Honduras mahogany
Dec : Teak
Spars: Aluminium, Atlantic Spars
Standing rigging: Rod, dymema
Sail inventory: Mainsail: WB sails 1985, 2005, 2006
Genoa 1: WB Sails 1991, 2005
Genoa 2. WB Sails 2005
Spinnaker: WB Sails 2005
Winches: Harken, Lewmar
Electronics: None
Length overall: 11.683 m;
Length waterline: 7.136 m.
Beam: 1.845 m.
Total weight: 4029 kg
Modifications: 1975: new deck; 2001: full under water renovation
Nature & urgency of restoration required: None
Racing history: 1985: Gold in Word Championships, 1999: Silver in WC. More at http://www.6mr.fi/DAS/6mrclass/files/fin38_race.htm
Rating & year of latest certificate: 1999 measured, not stamped
Plans: Original line draw from year 1936
Remarks: Full removable cruising kit included.
Web site: <http://www.6mr.fi/DAS/yachts/981119-124501.html>
Price: 80 000 €
Location: Helsinki, Finland
Owner: Family Kairamo <Jaakko.kairamo@luukku.com>

Classic Six Metre yacht for sale

MARIANA

Sail plan



Cockpit layout

