

# ISMA Classics Committee Report

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Renaissance – n. a rebirth or revival.

It is often hard to define an era until after some time has passed, and much easier to recount the events of a decade or so. Below are a few of my thoughts on what has passed and where I think the Classics are right now.

For the Classics of the International 6 Metre Class the past 13 years may not rank very high against other decades measured by simple growth in numbers (61 boats built in 1930 alone!), but the years between 1999 – 2012 certainly represent the high water mark for a sustained revival in the 100+ year history of the Class. Enthusiasm for the Classics built through the late 90's, but to my mind, the era of the Classic truly began with the 1999 World Cup in Hanko, Finland where over 30 Classics battled it out and only 22 Moderns were in attendance – the first time the Classics outnumbered the Moderns at a World Cup since the first running of the race in 1973. This was a huge regatta and an eye opener to all but the Finns of the seriousness of the racing in the Classics. Many of the stalwart veterans of the Class were still sailing on Moderns, and many of those sailing the Classics were younger, newer entries to the 6 metre scene. The Finns showed the World the depth of their fleet and certainly showed the rest of the Class that even though the boats were older, the competition was just as, or more fierce than ever before. Beauty, style and grace have never been in short supply with our Class, but the Classics, both in sixes and other classes, began to really capture imaginations in a larger way in many of the traditional countries and regions where the 6 metre was strong or known. This made sense economically in our Class at the time because the entry price for owning a Classic was generally lower than that of a Modern in markets where both types of boats were available. Many who paid their lower "entry fee" to own a Classic (including me) eventually realized the irony that it could be very expensive to own and restore a "cheaper" Classic.

These are good times, my Classic brethren (and women). The Classics have clearly flourished in a period of Renaissance that does not seem to be slowing too much quite yet, though there is a taper to the sheer volume of restorations making progress. Fewer boats remain on the sidelines or in sheds than 12 years ago, and restoration projects continue to come to completion, resulting in beautiful boats ready to hit the race courses in all of the countries where fleets exist. There are still many boats sitting on the sidelines waiting for that "someday" we have all heard about.

The replica rule passed at St Tropez in 2000 has resulted in the building of 5 beautiful new boats to replace the ones destroyed in the past. Plans are in the works for more replicas, though these are expensive projects with fewer boat candidates available which appeal to those willing to spend the time and/or money to create the dream. For some, these projects remain controversial, but close monitoring by the Classics Committee and by our Technical Committee ensures these boat have no unfair advantage when built to scantlings set over 60 years ago.

The Classics of the International 6 Metre Class enjoyed a very big year in 2011, with the culmination being the World Cup in Helsinki with record numbers of Classics in competition for the Djinn Trophy, KSSS, and Baum & Koenig. With such huge World Cup participation, the classics had a somewhat subdued season elsewhere.

I have said this before, but it bears repeating: I applaud the owners currently making the effort and getting the work done to get their boats back out on the water and onto the race course. There are still a few boats waiting for the charitable hand of a committed, passionate owner and steward to stem the insidious interest of microscopic plant life, remove and replace the wood softened through battle or neglect as well as the oxidation poisoning of the fabric of wood and metal that makes up our boats. For the owners of boats lying in stasis, covered in sheds, or rotting in fields, I have this to say – get going on your project today because time is slipping away. Every day you don't start that project, sell that boat for a reasonable price or decide to pass it on to someone who will honor your stewardship and the heritage of our boats, is a day you will never get back. Satisfaction and fun are waiting for you out on the water.

Best regards,  
Matt Cockburn

## **Activities of the Classic Committee in 2011 – 2012**

### **Replica proposal for NOR 74 Risken**

On April 20, 2011, Oliver Berking announced to the ISMA President, Chief Measurer and myself his plans to build a replica of the 1945 Bjarne Aas design 'Risen'. A set of plans were obtained from Norway, including Offsets, Construction Plan, Lines, and a casting diagram for the lead keel. Members of the Technical Committee were asked to comment on the viability of the plan based on the drawings submitted and general consensus was that the boat is buildable based on what has been found. The actual 'Risen' was located for most of her existence on Puget Sound though the 60's, 70's, and 80's, then was sold to an owner in Portland, Oregon, where the boat was moved around to a variety of bad to worse boatyards. Research completed by the Committee and their agents confirmed the last eye witness account of her in 1990 or so in a Tomahawk Island boatyard renowned for being the last place many boats have gone. While there is no confirmed death certificate and no one who claims to have actually seen her burn or actually cut her up, the Classics Committee is confident the boat no longer exists on the physical plane and will be an excellent replica candidate for the committed enthusiast.

Early plans were for the boat to be ready for the 2013 World Cup in Flensburg, though perhaps Mr. Berking can enlighten the assembly in person on the current plan and schedule.

### **Replica Proposal for US 57 Mystery, ex. N 27 Mosquito II , ex. N 27 Figaro V**

Tom Sterling has long prepared and researched a replica build of the 1927 Johan Anker design last known as US 57 'Mystery', ex. N 26 Figaro V. Bill Bartholomae sailed this boat off the coast of southern California for many years and also sailed her in the 1936 Olympics in Germany. The boat was later lost

off of La Jolla, California in 1970 when she was returning from the Newport – Ensenada Race and was becalmed in a violent and confused sea and wracked until shaken apart. Tom Sterling was among the crew who sat in a lifeboat for 8 hours before being rescued by some San Diego fishermen.

The announcement of this replica brought about a quite considerable amount of feedback and skepticism, and a lot of email, as it was thought in some quarters that US 57 Mystery had not gone back to the USA after the 1936 Olympics and instead was now located on the west coast of Sweden. After much conjecture on her design and consultation with the ISMA Technical Committee, Classic Committee, various experts on Johan Anker, Norwegian boatbuilding, and Olympic history, it was eventually confirmed through US 57 Mystery's listing in each of the 1936 – 1939 Lloyd's Registers of American Yachts that the boat is a 1927 design and did indeed come back to California after the Olympics. Her confirmed build and ownership history in Southern California pre-WWII and later in the ownership of Tom's father leaves no doubt of which boat sank in the Pacific.

The boat has been lofted and construction has begun on Mystery's horn timbers. Greg Stewart of the ISMA Technical Committee has been in consultation with Tom Sterling and the Classics Committee is looking forward to regular updates.

### **Replacement of the KSSS Trophy**

The Kungliga Svenska Segel Sällskapet (KSSS – Royal Swedish Yacht Club) Trophy was given to the Class, as far as I am aware, in the late 90's and was awarded to the highest placing Classic at the ISMA World Cup until the Djinn Trophy was rediscovered and reintroduced as the award for the highest placing Classic. Since 2003 the KSSS Trophy was then to be given to the highest placing Rule 2 boat at the World Cup. Except that the trophy has been missing since the 2003 World Cup in St Tropez when the trophy was awarded to the owner of D 43 Dan, who has remained unidentified in all correspondence I have seen. Both Marina and Luigi Carpaneda, who were sailing the boat in St Tropez, searched for the trophy and asked the owner of the boat where the trophy may be. This effort was fruitless and soon after giving up the search Luigi died unexpectedly in December 2011. Marina Carpaneda has offered a smaller trophy, though I think this may be better awarded as a sportsmanship honor or by popular acclaim to the most Corinthian competitor at a World Cup in honor of Luigi, who was, by all accounts, a true gentleman.

The Class has now received a very generous offer from Matt Brooks to replace the trophy at his own expense. Mr. Brooks is the current owner of US 55 Lucie, who not only won the KSSS at Helsinki, the boat and crew also won the Baum + Koenig Trophy for highest placing traditionally rigged boat (white sails, wooden mast & boom). Obviously, there was no trophy to present, only the accolade of achievement.

We, as a Class, now have a few decisions to make:

Do we formally advise the KSSS Commodore that we regret to inform you that the trophy so generously donated by that club has been lost and that a replacement is being proposed?

Should the replacement be donated to KSSS, so they can then allow the Class to use it, though KSSS would retain ownership? Currently that is what it looks like in the World Cup Deed of Gift, since there is no separate Deed of Gift for the lost KSSS trophy.

Or

Do we allow Mr. Brooks to make an entirely new trophy, with a new name, dedicated to Class, which would be awarded to the highest placing Rule 1 or 2 boat at the World Cup?